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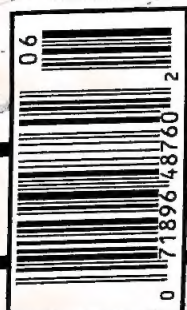
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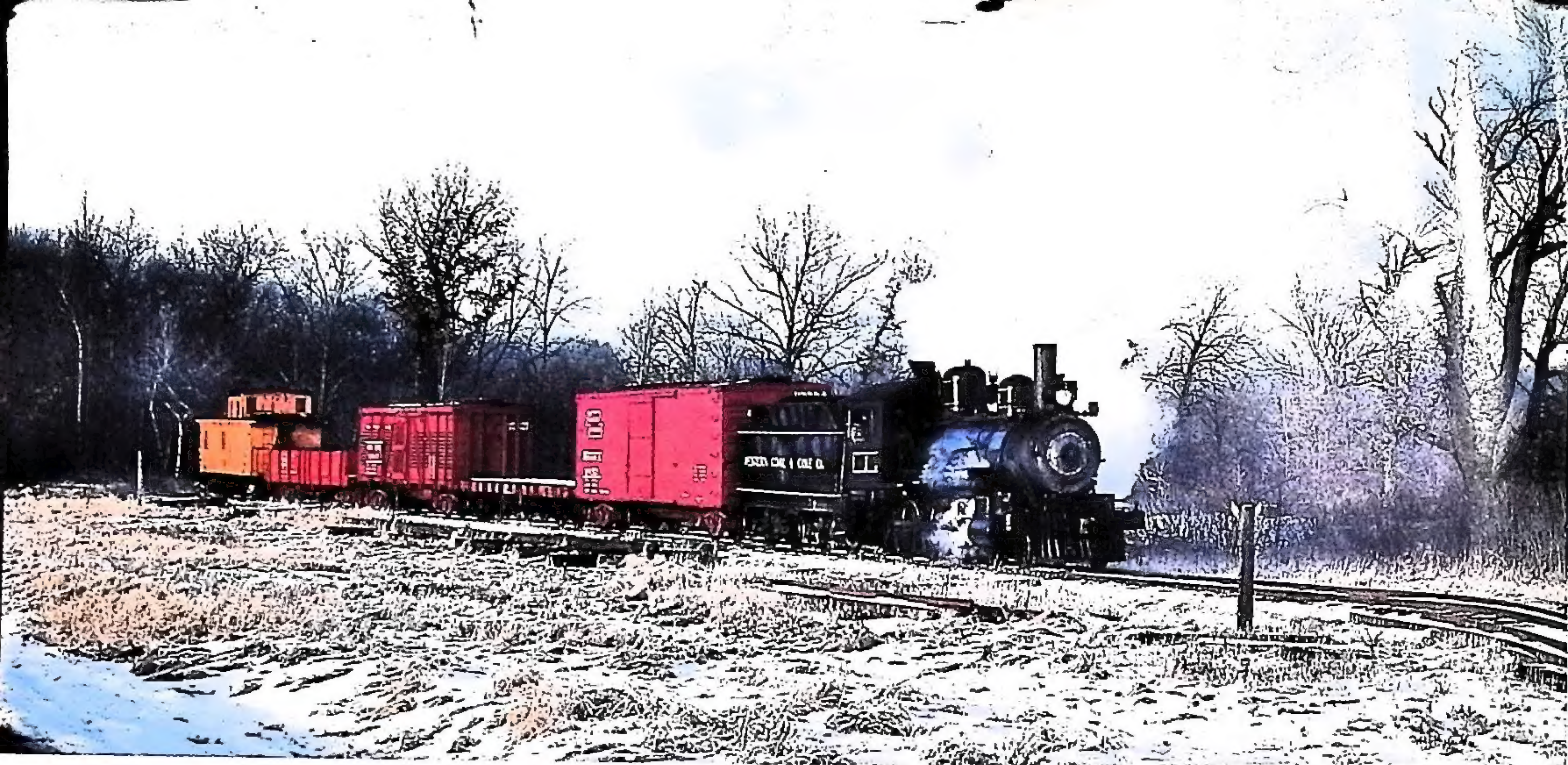
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CP Rail in Maine



KODACHROME: MICHAEL RAIN

SNOW TRAIN '89 at the Mid-Continent Railway Museum in North Freedom, Wis., featured this recently-restored vintage freight consist behind Western Coal & Coke 4-6-0 No. 1 on February 19, 1989. The railfan weekend action also included C&NW R1 4-6-0 1385 with a six-car passenger train.

Railnews

KODACHROME: RICHARD JAHN



KODACHROME: ROBERT CARPENTER

BAR "CHICKEN-WIRE" F3 46 sailed through the Reading, Pa., shops in May of 1988 while being positioned near ex-Santa Fe CF7 2649. The Anthracite Railroads Historical Society bought the engine-less F3 (right) in early 1986, and the 2649 was purchased for its major components. Work on re-engining the F3 is nearly complete, but the 2649, the first CF7, was scrapped, as efforts to preserve it failed. See page 36 for details.

KODACHROME: JOHN DILLER



ELECTRO-MOTIVE has repainted SD45X 5740 into a new livery from its SD45-era demonstrator scheme. The 5740 and cowl 218 were supplying a dynamic brake "train" load for SD60 EMD-3 on the N&W at Bement, Ill., on February 10, 1989. See page 36.



UP IS LEASING GP38 201 from ITS Leasing, a subsidiary of Inter-mountain Gas Industries. Rebuilt by Wilson in Des Moines from C&O 3853, it was in UP's Stockton, Cal., yard on January 28, 1989. The still power-short UP had 109 leased units active in mid-March.

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From the Publisher's desk: Railroad Roulette

Following the recent Pomona Hobby Show, veteran model railroad manufacturer Bruce Walthers and I headed south along the Santa Fe tracks to San Diego to see some of the *San Diegos* in action. It's a great line to ride with good views of the ocean, gentle rolling hills and enough trestles and bridges to satisfy any railfan. Mostly, I think Bruce wanted me to see how accurate his Amtrak cars are when compared with the real thing.

We stopped at the classic brick depot at Del Mar with only a few minutes to spare before a northbound train would come through. I thought I'd get a shot from the crossing gate south of the depot to catch the train as it swung around the curve. I'd no sooner arrived than the flashing and ringing gates went down. As soon as they'd dropped, a westbound auto skirted around the gates and crossed the track at speed. Seconds later the Amtrak snaked around the curve and stopped for passengers. The idiot driver was lucky and probably laughed at having beaten the train.

The railroads are keenly aware of the need to make the general public aware of the need for safety, especially at railroad crossings. Five were killed recently at Sarnia, Ontario, when a speeding car crashed into a slow moving freight train. In Claremont, Oklahoma, a driver swung around an operating cross arm at a Union Pacific crossing. The train demolished the Honda Civic. The driver escaped with minor injuries but was cited for reckless driving. Even during the 1988 NRHS convention, a trucker tried to beat a Susquehanna fantrip to a private crossing, severely damaging the new GE Dash 8-40B!

Not infrequently a train will hit a car at speed resulting in serious injuries or death to the motorists and consequent monetary damages to the railroad that can reach into the millions. The fact that a heavy, fast-moving train can't stop on a dime doesn't carry much weight with soft-hearted jury panels who don't understand how a car can be pushed several hundred feet from the crash site. It is often alleged that railroads are lax in signal maintenance, but facts show that defective signals contribute to less than one half of one percent of all rail crossing accidents. AAR officials claim that there was only one faulty signal in 2857 rail-highway accidents in 1987.

To help combat the problem of public ignorance and carelessness, virtually all of America's railroads are supporting the Operation Lifesaver public awareness program. In addition to conducting such high visibility projects as special trains and school programs, they provide statistics to enlighten the public to the danger, such as the 4613 accidents during the first nine months of 1988 compared with 4484 in the same period of 1987. There were 493 people killed during the first nine months of 1988. Texas led the country with 50 rail crossing deaths and 483 crossing accidents during that same period. What reason can there possibly be for a loaded gasoline tanker to be hit by a train on a clear vision crossing except driver carelessness? Why do motorists want to play Russian roulette at the crossing?



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Cover

Three Montreal-built M636s have the morning freight from Megantic to Saint John crossing the Onawa trestle in early March 1989. This railroad through Maine is now operated by CP Rail as the Canadian Atlantic Railway, and in this issue Bruce Nett relates Part Two of a three-part series on the CPR's International of Maine Division. Kodak Ektar 25 print by Bruce Owen Nett.

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JUNE 1989



Montreal's Enpress

Since CP's RSD15m 8921 (RAILNEWS, May '89) now works the transfer job from Hochelaga Yard to St. Luc in Montreal, I propose we name this locomotive the *Duchess of Hochelaga*, since she has moved from Agincourt. Canadian railfans in the Montreal area call her the "Canalligator," a short form of Canadian Alligator.

You may also note that when she was chomped, they left the multimark on the rear and only painted the part that was altered, and when doing so, they painted the nose stripes on backwards, when compared to other CP Rail nose stripes.

DOUGLAS CONRAD
Halifax, Nova Scotia

INCO's electrics

Thank you for the interesting article on INCO's electric railway lines (April '89). The orange locomotive colors of the 1970s were preceded by a light gray livery. The bodywork, etc. of motors 101-108 was built by National Steel Car Corp. of Hamilton, Ontario. These were part of a larger fleet used by the Hydro Electric Power Commission of Ontario to excavate the Queenston-Chippawa power canal, a deep, high-volume hydraulic raceway which draws water from the Niagara River above Niagara Falls and conducts it to a large electric generating station in the Niagara Gorge at Queenston (opposite Lewiston, New York). These trolley locomotives were not used on the later Welland (ship) Canal project, although some HEPC steam 0-4-0T's were, along with some very old ex-Erie steamers. Other HEPC motors went to Quebec Railway Light & Power Co. and to three of Canadian National's Electric subsidiaries. HEPC motors included the Baldwin now at the Warehouse Point, Connecticut, museum. The original intent was that the motors would later be used on a proposed HEPC interurban network covering the more populous parts of southern Ontario. They were put up for sale when the interurban project died unfulfilled. INCO 108 had a sojourn on the Chatham, Wallaceburg & Lake Erie before going to Copper Cliff.

Michigan fans may be able to confirm my belief that 109 was assembled by Detroit United Railways from a Baldwin kit.

INCO 117 was formerly No.550 of the St.

Louis & Belleville, a southern Illinois coal road which became known as the Peabody Short Line after de-electrification.

Sadly, INCO's safety record was shattered on January 14, 1988, when two crewmen were killed and an electric locomotive destroyed in a night rear-end collision with a CP Rail ore train near Leavack due to a combination of unusual circumstances.

JOHN D. KNOWLES
Toronto, Ont.

☞ *That January wreck severely damaged unit 111, but it is in the shop being rebuilt. INCO notes that the CPR train was spotted on INCO track without authority—BRAM BAILY*

About those runaways

I read with great interest the accounts regarding runaway of portions of trains on pages 30 and 31 of the April issue. I believe these runaways of rear portions of trains are caused by a trainman closing the angle cock on the standing portion before the air has completely discharged from the open train line. The new SBD and later control valves are very sensitive and respond very quickly to an increase in pressure, prompting almost instant release of all of the brakes on a long train. The original AB required two to three minutes to release. If the angle cock is closed after a train has been uncoupled before all of the air has discharged from the brake pipe, a pressure wave will result which will trigger the control valve to release the brakes. It also puts a small amount of air back into the train line from the auxiliary reservoir which hastens this progressive action throughout the train.

Some railroads have issued instructions where trains are stopped with the automatic brake that angle cocks shall not be closed until the engineer sounds one blast on the locomotive horn, which he does not do until the exhaust at the brake valve has completely stopped.

It looks like a lot of education is needed regarding this phenomenon.

GEORGE W. HOCKADAY
Sodus, N.Y.

Where are those control stands?

I beg to differ with a statement concerning the control stands of the ex-N&W SD45s as

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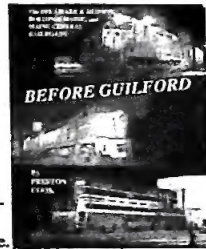
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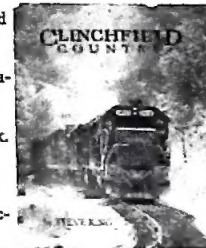


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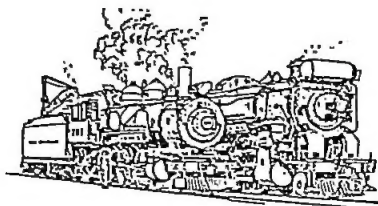
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per page 28 of your April 1989 issue. In the Wisconsin Central news item it suggests that the control stands of the ex-N&W units were "swapped" for short hood operation.

I believe if you will check, you will find that all of the N&W SD45s were built with dual control stands for bi-directional operation. As far as I know, only the 1728, as a result of a major wreck, had only a single control stand. That unit was rebuilt with a low short hood and single control stand set up for bi-directional operation with the control stand mounted parallel to the left side of the cab wall with long hood lead. (All new NS power is purchased with this same placing of the single control stand).

It is obvious the units purchased by the WC simply had the extra control stand removed, not the position "swapped" as implied.

THOMAS D. DRESSLER
Portsmouth, Oh.

Love that SP scheme

Too bad we, as railfans, won't get any vote on the proposed D&RGW/SP paint scheme. When I first saw the gold & black SP scheme on page 3 of the February '89 issue, I was "blown away," as my kids would say. Coming, as it is, from a rabid Santa Fe fan who dreams in Red and Silver Warbonnet, this is the best livery since that classic glided out of La Grange in the '30s.

It bespeaks of power and speed, two virtues every railroad should possess. Sleek, simple and "streamlined!"

Mr. Anschutz, if you're asking, my vote's for Dale Sanders' powerful livery.

Oh, and Jim, when you put out Dave Goodheart's shot of the 4449 splitting the semaphores at Pass Creek Park (Page 59, March '89) as a poster, I'll take one.

FRANK JOZAITES
Pleasant Hill, Cal.

Valley City rail

I have never seen rail markings show up in a photograph as clearly as in the photo of the covered hopper at Valley City, N.D., on page

36 of your April issue. I would like to pass along the interpretation of those markings to any of your readers who may wonder what they mean. "O H" means the steel used to produce the rail was made in an open hearth furnace. The number 8520 tells us that the rail weighs 85 pounds per yard to specifications of the buyer (in this case the Soo Line). The markings "I S CO GARY" indicate that the Inland Steel Company, Gary, Indiana, rolled the rail. Each vertical line stands for one month. I count eleven lines; therefore, this rail was rolled in November 1913. As old as this rail is, it is not uncommon to observe rail that is more than 100 years old on some lightly-traveled branch lines.

DENIS FALTER
Linthicum Heights, Md.

Timetable

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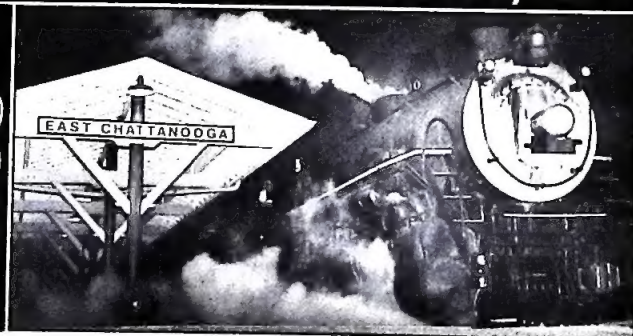


RAILFAN EVENTS

NORFOLK SOUTHERN 1989 Excursion Season. The following listings indicate Date, locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 611 is streamlined Class J 4-8-4, 1218 is N&W Class A 2-6-6-4, 1522 is Frisco 4-8-2 and "diesels" are available NS diesels. An additional locomotive may be used on "doubleheaders" and "2nd locomotive" trips in June and July.

May 6-7, 611 Brewster to Toledo, Oh., and return each day (ORHC); May 6, 1218 Greenville to Spencer, N.C., and return (GVN); May 7, 1218 Greenville, N.C., to Atlanta, Ga., and return (GVN); May 13-14, 1218 Spencer to Asheville, N.C., and return each day (NCTH); May 13-14, 611 Bellevue, Oh., to Kenova, W.Va., and return following day (MRC); May 20-21, 611 Chicago to Fort Wayne, Ind., and return

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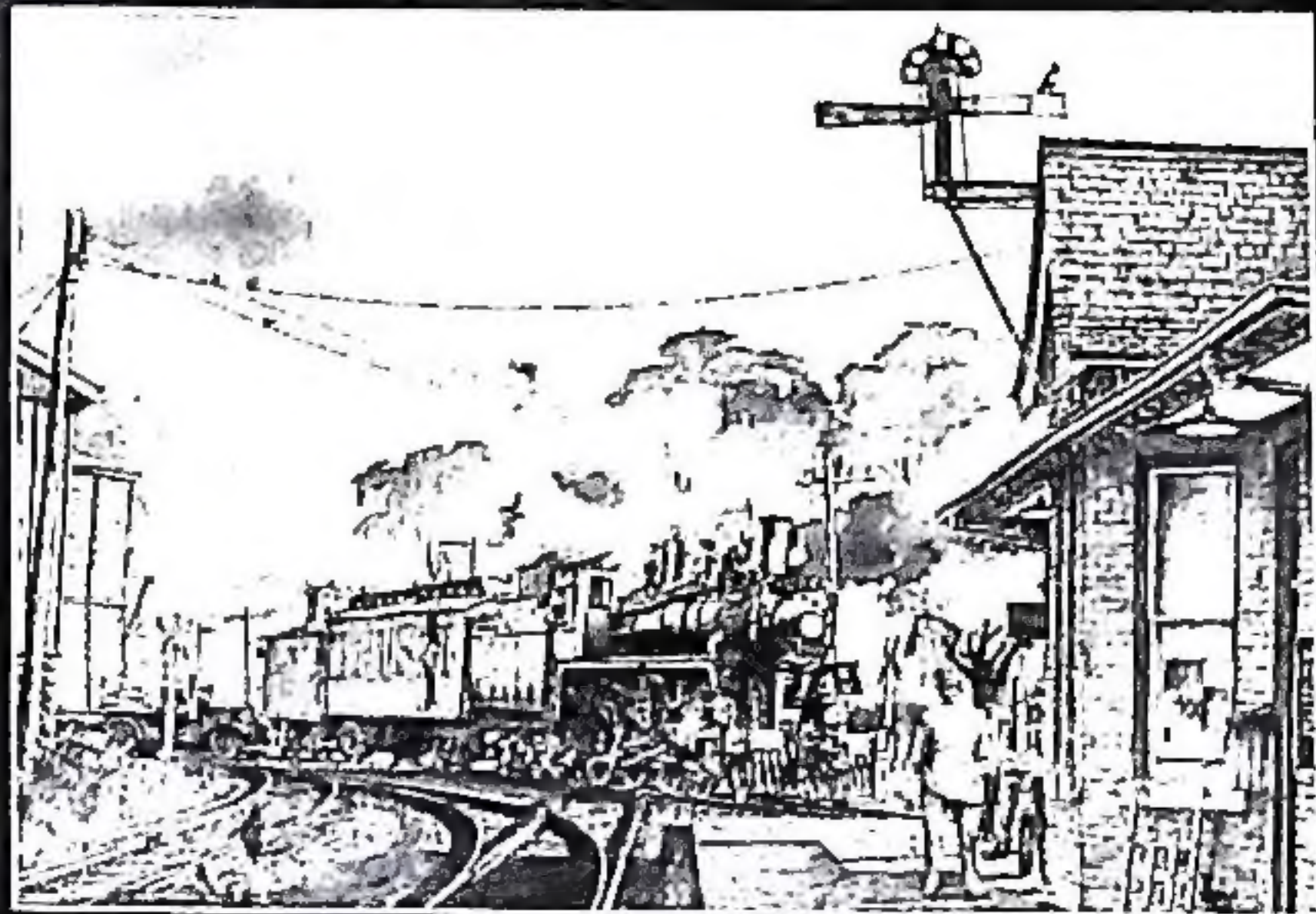
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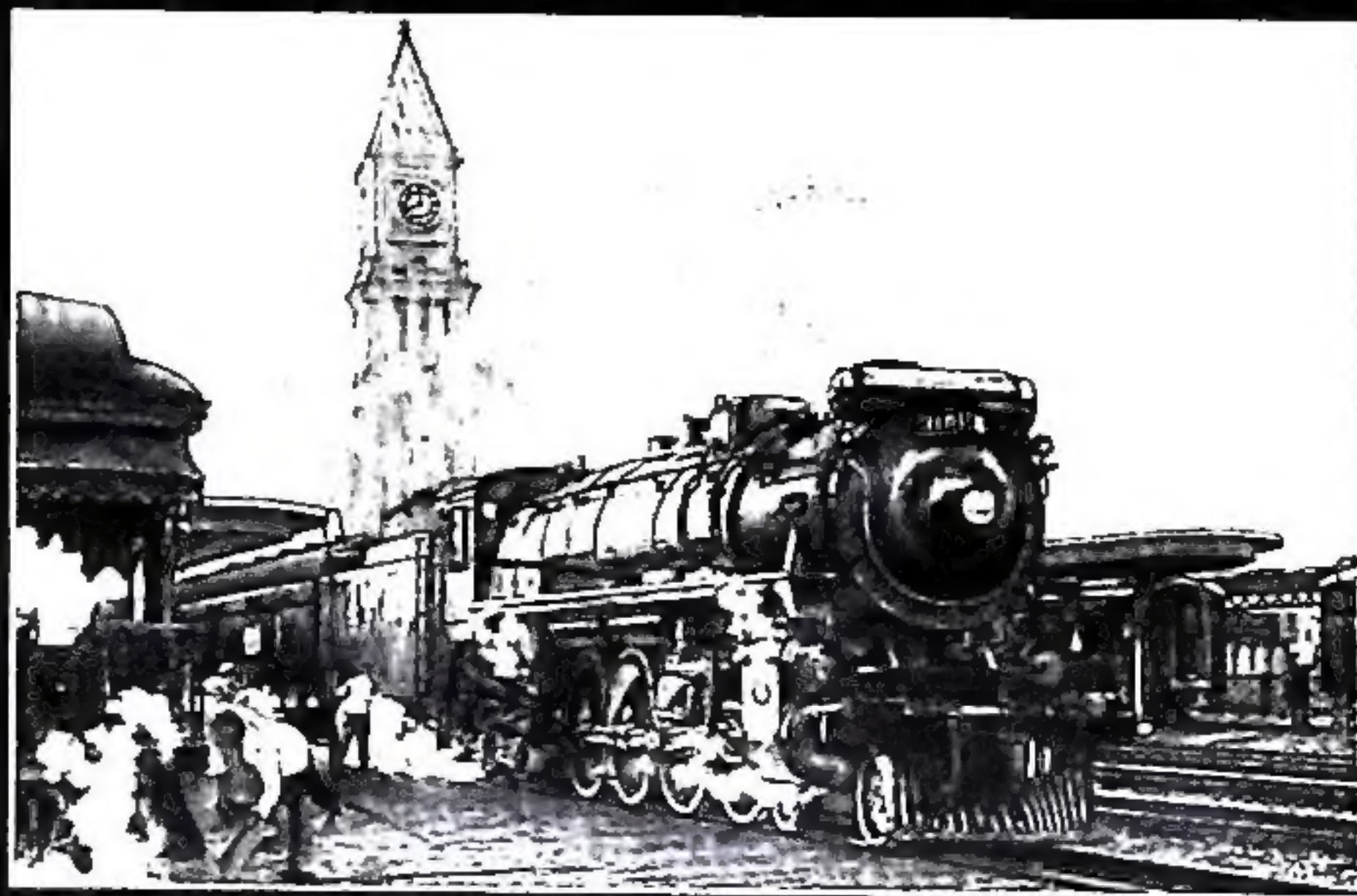
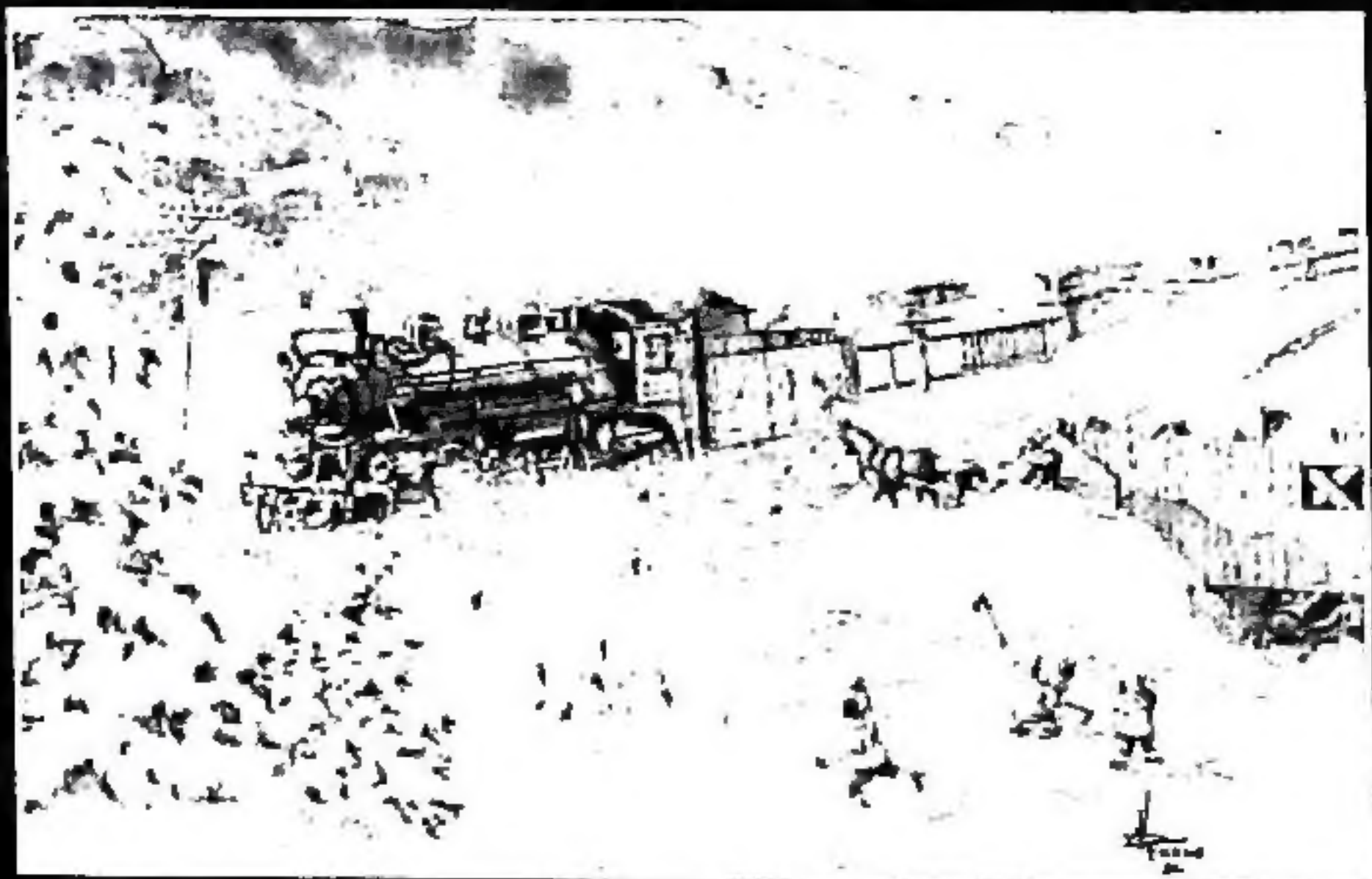
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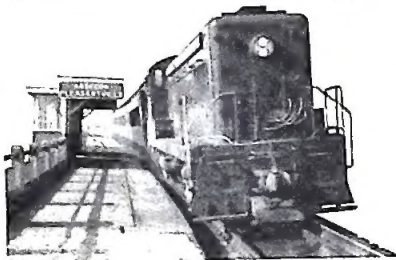


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each day (CNRH); May 20, 1218 Norfolk to Petersburg, Va., and return for the Chesapeake Jubilee; May 27, 1522 St. Louis to Moberly, Mo., and return (SLNR); May 27, 1218 Greensboro circle trip to Winston-Salem, Barber and Salisbury, N.C. (GNRH); May 28, 1218 one way Greensboro, N.C., to Goldsboro and diesel return (GNRH).

June 3-4, 611 Buffalo, N.Y., to Ashtabula, Oh., and return each day (NRRH); June 3, 1218 Richmond, Va., to Roanoke and diesel return Lynchburg to Richmond (ODC); June 10, 611 Erie, Pa., to Buffalo and return (LSRH); June 17, 611 (possibly doubleheaded) one way Cleveland, Oh., to Muncie, Ind. (RCN); June 18, 611 one way (possibly doubleheaded) Muncie to Portsmouth, Oh. (RCN); June 19, 611 one way (possibly doubleheaded) Portsmouth to Bluefield, W.Va. (RCN); June 20, 611 one way (possibly doubleheaded) Bluefield to Roanoke (RCN); June 24, 1218 Johnson City to Morristown or Bulls Gap, Tenn., and return (WTC); June 25, 1218 Bristol to Radford or Roanoke, Va., and return (WTC).

July 18-24. The NRHS National Convention schedule. All trips sponsored by Asheville Chapter NRHS (ASHV): July 18, 611 one way Alexandria to Lynchburg, Va., 611/1218 will continue to Salisbury, N.C.; July 19, 1218/2nd steam locomotive (to be announced) one way Salisbury to Asheville via Hickory, N.C.; July 20 diesels Asheville to Waynesville and return; July 21, diesels Asheville to Waynesville and return; July 22, Asheville to Bulls Gap, Tenn., and return (locomotive to be announced); July 23, one way Asheville to Roanoke, Va., via Winston Salem (1218 to Winston Salem, diesel beyond. Portion of train will be turned back at Hickory to Asheville with diesel locomotives); July 24, 611 one way Roanoke to Alexandria via Lynchburg (end of NRHS Convention).

July 27, 1218 Columbia, S.C., to Charlotte, N.C., and return for the Lionel Train Collectors Society.

August 5, 1218 Winston Salem, N.C., to Roanoke circle trip, diesels return (SBM).

September 16, 611 Powhatan Arrow Commemorative Trip, Roanoke to an undetermined destination (RCN); September 23, 611 Bluefield to Cedar Bluff and return (PCNH); September 29, 1218 one way Charlotte, N.C., to Roanoke (DP); September 30, 1218 a.m. Roanoke to Lynchburg and return, p.m. Roanoke to Walton and return (RCN); September 30, 611 Cincinnati to Danville, Ky., and return (CRC).

October 1, 1218 one way Roanoke to Charlotte, N.C. (DP); October 1, 611 Cincinnati to Danville, Ky., and return (CRC); October 7, 611 one way Lexington, Ky., to Chattanooga, Tenn. (BGM); October 7, 1218 Alexandria to Lynchburg, Va., and return (WACN); October 8, 1218 Alexandria to Front Royal and return (WACN); October 8, 611 one way Chattanooga, Tenn., to Lexington, Ky. (BGM); October 14-15, 611 Chattanooga to Onida, Tenn., and return each day (TVRM); October 14-15, 1218 Alexandria to Front Royal and return each day (WACN); October 21-22, 611 Chattanooga to Onida, Tenn., and return each day (TVRM); October 21-22, 1218 Charlotte to Asheville, N.C., and return each day (PCCN); October 28, 611 Atlanta to Toccoa, Ga., and return (ACN); October 29, 611 Atlanta to Chattanooga and return (ACN); October 28-29, 1218 Asheville to Barber, N.C., and return (ASHV).

November 3, One way Greenville, S.C., to Chattanooga, Tenn., 1218 to Atlanta, 611 beyond (GVN); November 4, 1218 Atlanta to Chattanooga and return (ACN); November 5, 1218 Atlanta to Toccoa, Ga., and return (ACN); November 5, 611 one way Chattanooga to Greenville, S.C. (GVN); November 11-12, 1218 Birmingham, Ala., to Chattanooga or Columbus, Ga., and return (HOD); November 18-19, 611 Jacksonville, Fla., to Valdosta, Ga., and return (NFC).

The sponsoring organizations in alphabetical order are: (ACN) Atlanta Chapter NRHS, P.O. Box 81592, Atlanta, GA 30366; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Company, 640 Merrimon Ave., Asheville, NC 28804; (BCN) Niagara Frontier Chapter NRHS, No.4 Alabama Place, Lockport, NY 14094; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (CNRH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CRC) Cincinnati Railroad Club, P.O. Box 14157, Cincinnati, OH 45250; (CPHC) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (DP) Discovery Place/Science Museums of Charlotte, 301 N. Tryon Street, Charlotte, NC 27406; (ECN) East Carolina Chapter NRHS, P.O. Box 83, New Hill, NC 27562; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (GVN) Greenville Chapter NRHS, P.O. Box 5481, Greenville, SC

29606; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (LSC) Lake Shore Railway Historical Society, P.O. Box 574, North East, PA 16061; (MRC) Erie River & NKP Railroad Society, P.O. Box 12, Bellevue, OH 44811; (NCH) North Carolina Chapter NRHS, P.O. Box 140, Raleigh, NC 27602; (NFC) North Florida Chapter NRHS, P.O. Box 14094, Jacksonville, FL 32245; (NRRH) Norfolk & Western Chapter NRHS, No.4 Alabama Place, Richmond, VA 23226; (ORHC) Old Dominion Chapter NRHS, P.O. Box 23226, (ORHC) address not available; (PCCN) Piedmont Carolina Chapter NRHS, P.O. Box 22753, Charlotte, NC 28220; (PCNH) address not available; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SBM) Southbound Model Railroaders, P.O. Box 11321, Winston-Salem, NC 27106; (SLNR) St. Louis Chapter NRHS, 3439A Dunnica Ave., St. Louis, MO 63118; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (TWC) Tidewater Chapter NRHS, P.O. Box 7185, Portsmouth, VA 23707; (WACN) Washington Area Chapter NRHS/Chesapeake Region RR Enthusiasts, P.O. Box 456, Laurel, MD 20707; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (WTC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

UNION PACIFIC 4-8-4 8444 The following is a tentative schedule of UP 4-8-4 8444's activities through May. Most moves will not haul revenue passengers and are listed for photographer's information only. "Stops" are usually for water, running gear checks and periodic layovers.

April 28, Cheyenne to Green River, stop at Laramie and Rawlins; April 29, Green River to Salt Lake City, stop at Evanston; April 30, Salt Lake City; May 1, Salt Lake City to Milford, stop at Lyndly; May 2, Milford to Las Vegas, stop at Caliente, Nev.; May 3, Las Vegas; May 4, Las Vegas to Yermo, stop at Kelo; May 5, Yermo to Los Angeles, stop at San Bernardino, Montclair, Pomona, and East Los Angeles; May 5-7, Los Angeles Union Passenger Terminal Anniversary; May 8, Los Angeles to Las Vegas, stop at San Bernardino, Yermo and Cima; May 9, Las Vegas to Milford, UT, stop at Caliente, Nev.; May 10, Milford to Salt Lake City, stop at Lyndly, possibly run to Ogden and return to Salt Lake City; May 11, Salt Lake City; May 12, Salt Lake City to Ogden; May 13, Ogden to Pocatello; May 14, Pocatello to Nampa, stop at Shoshone; May 15, Nampa to Hinkle, stop at Huntington, La Grande and Kamela; May 16, Hinkle to Portland, stop at The Dalles or Hood River; May 17-20, Portland; May 21, Portland to Bend, stop at The Dalles and South Junction; May 22, Bend to Portland, stop at Nena and Hood River; May 23, Portland; May 24, Portland to Pendleton, stop at Kamela, La Grande and Huntington; May 26, Nampa to Pocatello, stop at Shoshone; May 27, Pocatello; May 28, Pocatello to Green River, stop at Montpelier and Kemmerer; May 29, Green River to Cheyenne, stop at Rawlins and Laramie; May 30, home to a cold beer!

CHILLICOTHE, MISSOURI, April 29-October 31. "The Bedford Limited" excursion will run weekends only using former L&N GP7, ex-NYC 1929 coach and ex-B&O bay window caboose over the scenic Chillicothe, Sumner & Triplett rail line. Board train at Chillicothe, Mo., for the 20-mile round trip on ex-Wabash trackage. Contact: CS&T Ry. Co., P.O. Box 33, Trenton, MO 816/359-3107 or 816/485-6246.

BLUEWATER MICHIGAN CHAPTER 1989 schedule. Several other trips may be run. For specific details and prices, contact (LSSAE please): Bluewater Michigan Chapter NRHS, 1989 Trips, P.O. Box 296, Royal Oak, MI 48068; 313/399-7963.

May 6, Ann Arbor to Durand, Mich., and return with TSBY diesels.

May 29, Boblo steamboat excursion from Detroit to Port Huron, Mich., and return.

September 9-10, Amtrak trip from Detroit, Dearborn and Ann Arbor to Marshall, Mich., Annual Historic Home Tour.

September 15-17, Three-day trip from Birmingham, Durand, Bay City to Mackinack Island, Mich., and return.

ROCHESTER, NEW YORK, May 6-7. Thousand Islands excursion from Rochester to Watertown, Philadelphia, N.Y.,

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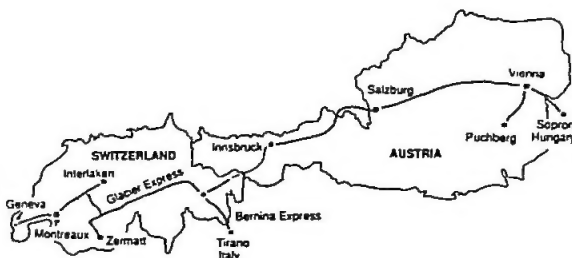
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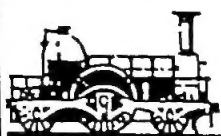
June 29 (17 days)

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and return using two Morristown & Erie ex-NYC C430s and former-NYC coaches. Busses will take passengers from Watertown to Alexandria Bay for a Thousand Islands boat tour with lunch on the boat. Private car LV 353 will be available. Coach fares \$75, deluxe \$85, parlor car \$115, LV 353 \$350. Boat tour and lunch \$20 extra. Contact (LSASE please): Thousand Islands Excursion, P.O. Box 664, Rochester, NY 14603; 716/533-1431 24-hours.

PHILADELPHIA, PENNSYLVANIA, May 7. Nostalgia Trip on SEPTA's Broad Street Subway using 55-year-old equipment. Departs Fern Rock station at 1pm and Walnut-Locust Street at 1:30pm. Train will also run the Ridge Avenue and other non-revenue lines with numerous photo stops. Returns to Fern Rock at 4pm. Fares \$18. Contact (SASE please): George W. Metz, 130 Springtown Lake Road, Media, PA 19063; 215/565-0528.

OGDEN, UTAH, May 10-14. Ogden Union Station's first Utah State Railroad Festival featuring the grand opening of the Spencer S. and Hope F. Eccles Railroad Center. UP Centennial 6916, Gas Turbine 26A/B and large collection of historic rolling stock will be on display. Handcar race and model railroad fair. Contact: Ogden Union Station, 2501 Wall Ave., Ogden, UT 84401; 801/629-8444.

NORTH VANCOUVER, BRITISH COLUMBIA, May 12-18. 7-day doubleheaded steam excursion from North Vancouver to Lillooet, Williams Lake, Prince George and return over BC Rail using Royal Hudson 2860 and CPR 2-8-0 3716. Locomotive arrangement will be changed at various times, and tour busses will follow the train so passengers can get photos. Price not yet firm but will include all transportation, meals and lodging. Optional tour of local industries and Railway Museum available at Prince George during layover. Contact: Addison Travel Marketing, Suite 102-1260 Hornby Street, Vancouver, B.C., Canada V6Z 1W2; toll free in U.S. 800/663-9157, or in Canada call collect 604/681-8377.

BELLEVUE, OHIO, May 13-14. "Southwest Limited III" excursion from Bellevue, Bucyrus and Marlon to Ironton, Oh., powered by N&W J 4-8-4 611. Boat cruise to Huntington, W.Va., for dinner and overnight. Return behind 611 on Sunday. Contact: Excursion Trips c/o Mad River & NKP Railroad Society, 233 York Street, Bellevue, OH 44811-1377; 419/483-2222.

CASS, WEST VIRGINIA, May 19-21. Cass Railfan Weekend Spectacular with geared loco action on Bald Knob Mountain. Lots of photo runbys; Saturday night session with R&R Edi-

tor Jim Boyd for stills and video. Weekend ticket: \$45. Contact: Cass Railfan Weekend 1988, P.O. Box 107, Cass, WV 24927. Phone days 800/CALLWVA (ask for Cass) or nights 304/456-4362.

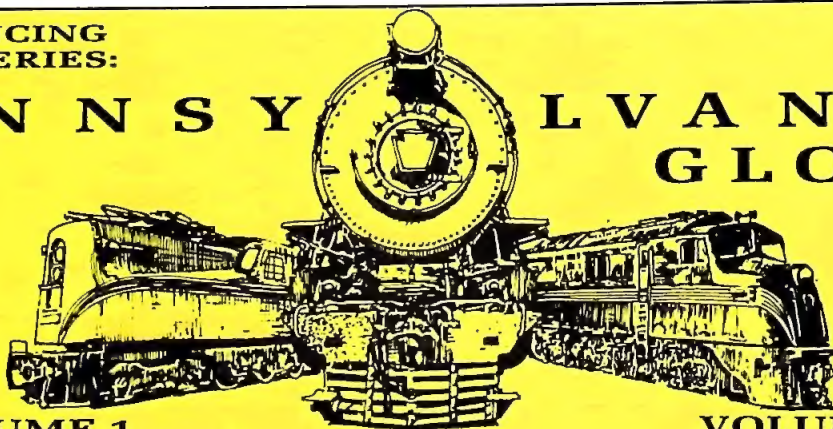
DANBURY, CONNECTICUT, May 21. "Circle in the Spring" trip from Danbury, Ct., over New Haven and Harlem main lines to the Brewster Shops. Cover freight-only trackage and Shelton Bridge as well as a Brewster shop tour. Photo runbys. Fare \$45. Contact: WestConn Chapter NRHS, P.O. Box 129, Falls Village, CT 06031.

PORTLAND, OREGON, May 21-22. Overnight with UP 4-8-4 8444 and 14 UP coaches Portland to Bend, Ore., and return to benefit the Oregon Symphony Orchestra. \$500 fare includes trip, meals, overnight lodging and free concert. Contact: Oregon Symphony office, 711 S.W. Adler Street, Portland, OR 97205; 503/228-4294.

BANGOR, MAINE, May 27-28. Excursion on the Bangor & Aroostook from Bangor to Presque Isle, Me. Trip will also cover the Aroostook Valley Railroad and the BAR branches to East Millinocket and Brownville Jct. Diesel power with three ex-DL&W coaches. \$170 fare includes trip, lodging, two box lunches and breakfast. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106.

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Lake Pepin diner. Contact: Northcoast Daylight, Box 3666,
Eureka, CA 95502-3666; 717/442-7705.

WHITE PASS & SKAGWAY In 1989 will operate railroad excu-
sions from Skagway, Alaska, to Fraser, B.C., with connecting
bus service to Whitehorse, Y.T., and to Bennett, B.C. Trains
operate daily May 23-September 22. Contact: The White
Pass & Yukon Route, P.O. Box 435, Skagway, AK 99840;
800/343-7373 or 907/863-2217.

"Summit Excursion," Skagway to White Pass, Alaska,
and return. Departs Skagway at 9am and 1:30pm returning
and 11:45am and 4:10pm respectively. Fare \$67 round trip,
kids 12 and under \$33.50.

"Through Service" leaves Whitehorse at 8:30am (Yukon
time) and arrives Skagway 11:59pm (Alaska time); departs
Skagway at 1pm and returns to Whitehorse 6:30pm. Trains
operate Skagway to Fraser where connecting bus service is
offered to Whitehorse. Fare \$89 each way, kids 12 and under
\$44.50.

"Chilkoot Trail Service" operates mid-June through mid-
September with trains between Skagway and Fraser with
connecting bus service to Bennett on Lake Bennett, B.C.
Fare \$67 each way, bus only is \$22 each way.

RAIL AND SAIL TO ALASKA. Circle America Tours is offer-
ing 18 rail-inclusive 12 or 13-day tours from May through
September to Alaska. Trips include round trip Amtrak travel
to Seattle, Wash.; round trip motorcoach to downtown Van-
couver, B.C.; and a 7-day luxury cruise through the Inside
Passage aboard Costa Cruises to Juneau and Skagway,
Alaska, (meet the WP&Y) and beyond. Prices start at \$1968
but vary depending on city of departure. Tickets and infor-
mation are available only through travel agents and Amtrak
Reservation Tour Desks; 800/USA-RAIL toll free.

CHICAGO, ILLINOIS, May 27. Excursion from Chicago
(C&NW track) to Illinois Railway Museum with commuter
equipment over C&NW trackage to Crystal Lake, Ill., and
charter bus beyond. Fare \$30. Contact (SASE please): The
Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680;
312/251-2262.

NEWARK, NEW JERSEY, June 11. N.J. Railroad & Trans-
portation Museum Festivities Special with NJ Transit equip-
ment from Newark and Roselle Park to Flamingdon, N.J.,
and return. Includes ride, photo runby on the Black River &
Western and flea market admission to kick-off the N.J. Rail-

road & Transportation Museum. Adult fare \$20, kids 12
\$10. Contact (SASE please): United Railway History
Society, Train Station, 2041 Avon Drive, East Windsor
08520.

PORTLAND, OREGON, June 15-17. Cruise by sternwheeler
the entire Columbia River Gorge from Portland to Cascade
Locks. Ride the historic Astoria-Megler Railroad, Amtrak's Pioneer
Portland's MAX light rail. Tour from \$399. Contact: Rail
Travel Center, 2100 12th Street, Suite 300A, St. Albans, VT
05478, 802/527-1727.

SOUTH CARVER, MASSACHUSETTS, June 17-18.
Edaville Railroad's Railroad Weekend and Collectors Flea
Market, on Rte. 58, 10am-5:30pm both days. Adults \$9.50,
kids \$6.50, under 3 free. Contact: Branda Johnson, Edaville,
P.O. Box 7, South Carver, MA 02366; 508/866-4526.

CHEYENNE, WYOMING, June 17-18. Excursion over Sher-
man Hill behind UP 4-6-4 3985 from Cheyenne to Laramie
and return on Saturday. The best photo runbys in the busi-
ness. Sunday features an all day special on the Wyoming &
Colorado Railroad from Laramie to Walden, Co., using MDT
F-units and former SR coaches and domes. Return to Laramie
via bus. Trip includes photo runbys and lunch. Contact
(SASE please): Rocky Mountain Railroad Club, Box 2391,
Denver, CO 80201.

CLEVELAND, OHIO, June 17-20. "Independence" four-
day, 600-mile one-way doubleheaded excursion to Roa-
noke, Va., via Muncie, Ind., Portsmouth, Oh., and Bluefield,
W.Va., with N&W 4-8-4 #11 and a second steam locomotive
to be announced. First Class accommodations available.
Contact (#10 SASE please): Independence Limited '89, Roa-
noke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032.

SOUTH ELGIN, ILLINOIS, June 24. Fox River Trolley Fest
at the Fox River Trolley Museum on Hwy. 31. All available
cars will operate on a continuous schedule. U.S. Postal Ser-
vice will process mail aboard the 1891 RPO Chicago street-
car with a commemorative cancellation. Trolley rides \$2
each, all day pass \$8. Open 11am-7pm. Contact: Fox River
Trolley Museum, c/o Larry Goldman, 319 West Dunning
Ave., West Dundee, IL 60118; 312/428-5902.

HOBOKEN, NEW JERSEY, June 25. New York Rail Facility
Cruise aboard a chartered vessel. View from the water past
and present rail operations including NYS&W, NY Cross Har-
bor, NJ Transit, the Statue of Liberty, Hell Gate bridge,
former-DL&W, CNJ, NYC, Erie, RDG, LV and much more.
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VANCOUVER, BRITISH COLUMBIA, September 9-17. First Class Budd Car tour of the entire BC Rail system including the Tumbler Sub. All daylight train includes trip, meals, transfers and overnight accommodations. Fare expected to be around \$1400.00 a night occupancy, \$1250.00 double. \$100.00 deposit will hold ticket, credit cards accepted. Contact: West Coast Railway Association, P.O. Box 2790, Vancouver, BC V6B 3X2 Canada, 604/542-1011.

CHAMA, NEW MEXICO, September 18-19. The "San Juan Express," a chartered freight train of vintage freight equipment, will run on Monday from Chama to Antonio and return on Tuesday over the Cumbres & Toltec Scenic Railroad. Fare \$400. 40 photo runbys were held on last year's trip. Capacity is limited. Contact: the San Juan Express, c/o Jim Trowbridge, 502 South Cody Street, Denver, CO 80226.

DURANGO, COLORADO, September 20. Ride the "Silverton Express" aboard private car *Nomad* and an open gondola from Durango to Silverton and return over the D&SNG. Fare \$70. Contact: The Silverton Express, c/o John Vivian, The Model Railroad General Store, P.O. Box 10131, Burbank, CA 91510.

INTERNATIONAL TOURS

RAIL TRAVEL CENTER presents its 1989 rail tour schedule. Itineraries are extensive. For prices and details contact: Rail Travel Center, 2 Federal Street, Suite 300A, St. Albans, VT 05478; 800/458-5394 outside Vermont, or 802/527-1788. May 23-June 1, Alaska and the WP&Y. May 26-June 11, Scandinavia/Baltic Sea rail cruise.

TRAINS UNLIMITED TOURS and the Travel Experience, Inc., 1430 Myers Street, Suite H, Oroville, CA 95965; 916/534-8555, is organizing the following tours conducted by noted railfan Chris Skow. Contact them for specific information.

Columbia and Ecuador, June 4-21. Steam in the Andes. Ecuador, July 9-21. The best of Ecuador. Peru, September 10-24. Inca Rail Adventure.

CHALLENGER TOURS, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, is offering the following tours. Contact them for prices and specific itineraries.

June 11-25, an in depth look at Portugal's electric operations from ancient trams to modern metros and suburban lines.

GREAT RAILWAY JOURNEYS of Trackpacker T-Rail Tours offers the following guided tours. Prices are US funds and include air, rail, hotel, sleepers and all "dinners in the diner." For more details, contact: GTRY Journeys, 15940 N.E. 19 Ct., Suite #4, Miami, FL 33162; 305/940-TRIP, collect.

Australia, June 16-July 15. 50 runs on 4 gauges in 3 states with steam, diesel and electric power. Cab rides, double-decked suburban cars, luxury and mixed trains, dooiebugs, trolleys and more. \$2987.

Europe, July 21-August 20. 150 runs in 12 countries with two runs on the *Orient Express*. Most nights in overnight expresses, first class service, 3 steam routes, 2 cog lines, city tram lines and interurbans, rail museums, shop tours, Rhine River cruises and much more. \$2987.

GUADALAJARA, MEXICO, June 17-25. 1100-mile excursion train with Alco PA DH-19, one heavyweight open-window coach and two ex-DL&W air conditioned coaches. Trip will cover various main and branch lines radiating from Guadalajara, elevations from sea-level to over 5000 feet. Photo runbys are planned. \$995 includes excursion, half the meals and all hotels. Contact: Ed Von Nordeck, Let's Travel Tours, P.O. Box 2768, Riverside, CA 92516-2768; 714/787-8350 or 714/684-7458.

RAIL STUDY TOURS INTERNATIONAL, Suite 102, 1401 Wilson Blvd., Arlington, VA 22209 (703/998-2362), is offering the following tours:

China Railways In Transition, June 20-July 13. Three weeks of total rail action including steam, diesel and electric plus industrials, narrow gauge and streetcars. \$2975 from West Coast.

Ecuador, Argentina and Paraguay, October 7-21. Visit and chase regular service steam by rental car. Approximately \$2400 from Miami.

Indian Railways, November 11-December 3. Steam and general action on three gauges and in many places not on normal tours. \$3200 from New York.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

Zimbabwe, July 22-August 5. Garretts galore on the line to Victoria Falls.

KIMBERLEY, SOUTH AFRICA, September 16-24. The "Great South African Steam Festival 1989" will feature an above average number of steam locomotives operating on the Kimberley to DeAar, Kimberley to Bloemfontein and Warrenton lines. "Floatplate" permits will be available, night photo sessions, parallel running of steam locomotives on ad-



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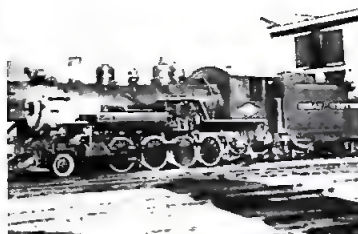


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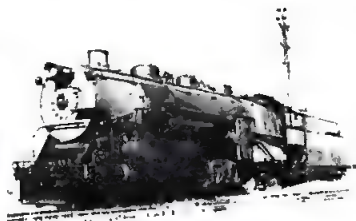
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acent tracks, added passenger cars on "goods" trains and the increased use of different classes and prestige locomotives. Contact: Adrian Rall, South African Tourism Board, Louvards Building, Ground Floor, 2 Market Street, Private Bag X5017, Kimberley 8300; Tel. (0531) 3 1434/2 2657.

RAILRODIANA MEETS

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749, Toy Train and Collectables Show & Sale 1989 season:

Pennsdale, Pennsylvania, May 6, June 3 and July 1. Firehouse Hall, 8am-1pm, admission \$2.

New Hope, Pennsylvania, May 27, June 24 and July 29. Eagle Hall, 8am-2pm, Admission \$3.

Phillipsburg, New Jersey, July 8. Commodore Inn, 9am-2pm, admission \$3.

HEMPSTEAD, LONG ISLAND, May 6-7. Greenberg's Great Train, Dollhouse & Toy Show at Hofstra University, 11am-5pm both days. Adults \$4, kids under 12 free with adult. Contact: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

DANVILLE, NEW YORK, May 7. Toy Train Collectors Society meet at the Danville Elementary School 11am-4pm. Contact: Guy B. Bennett, R.D.#1, Wayland, NY 14572; 716/728-5952.

DURAND, MICHIGAN, May 7. The Durand Railroad History Museum's 11th Annual Model Railroad Flea Market & Railrodiانا Show at the VFW Hall at 923 North Saginaw Street 11am-4pm. Adults \$1, kids 50¢. Contact: Janet Elliott, 9401 Ridge Road, Goodrich, MI 48438; 313/636-2669.

HARRISONBURG, VIRGINIA, May 7. Shenandoah Valley Railroad Club Model Train & Railroad Show at the Rockingham County Fairgrounds 10am-4pm. Adults \$2, kids under 12 free. Contact: Jack Heatwole, P.O. Box 122, Harrisonburg, VA 22801; 703/434-5092.

TITUSVILLE, NEW JERSEY, May 20 and June 7. The Titusville Firehouse Train Show at the Titusville Firehouse on Route 29, 8am-1pm. Adults \$3, kids free. Contact: Herman Lotstein, 21-7 Pottery Place, Holland, PA 18966; 215/968-7630.

OKLAHOMA CITY, OKLAHOMA, May 20. The Mid May Mini Swap Meet sponsored by the Central Oklahoma Chapter NRHS at the Britton Christian Church Gymnasium 9am-5pm. Adults \$2. Contact: Dean Carver, 1313 West Britton Road, Oklahoma City, OK 73114; 405/842-4846.

LOS ANGELES, CALIFORNIA, May 21. Great American Train Mart show at the L.A. County Fair & Expo Center 10am-4pm. Adults \$3, kids under 12 free. Contact: GATS Limited; 312/834-0652.

JERSEY CITY, NEW JERSEY, May 21. Rail Expo X, Toy Train & Railroad Transportation Collectables Show at the former CNJ terminal in Liberty State Park 9am-6pm. Adults \$5, kids free. Contact: Communi-paw Commemoratives, P.O. Box 831, Bayonne, NJ 07002; 201/823-4963.

MIFFLINBURG, PENNSYLVANIA, May 21. West Shore Rail Excursion's 3rd Annual Train Meet Show & Sale at the Mifflinburg train station 9am-3pm. Railroad artifacts and train

rides with West Shore R.R. equipment. Adult entry \$25, kids under 12 free. Contact: West Shore Railroad, 198 N. 1st St., Millilnburg, PA 17844; 717/65-9390.

LORDSBURG, NEW MEXICO, May 27-28. "Railroad Days" sponsored by the Lordsburg Chamber of Commerce will consist of model and modular railroad displays, competitions, spike driving contests, tie plate toss and more. Contact: Lordsburg Chamber of Commerce, P.O. Box 699, Lordsburg, NM 88057; 5064.

FORT WORTH, TEXAS, May 29. Lone Star Railroad and Transportation Artifacts Show & Sale at the Will Rogers Memorial Center 10am-5pm. Adults \$3.50, kids under 12 free. Contact (LSSAE please): Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

CEDAR RAPIDS, IOWA, June 4. Railroaders Reunion, Model Train Exhibit & Swap Meet at Usher's Ferry Pioneer Village in Seminole Valley Park. Depot dedication and telegraph demonstrations. Adults \$1, kids under 12 free. Contact: Vicki Hughes, Director, Usher's Ferry Pioneer Village, 400 4th Ave. S.E., Cedar Rapids, IA 52401; 319/398-5080.

ELMONT, NEW YORK, June 4. St. Vincent DePaul Train Meet at the St. Vincent DePaul School, 1510 DePaul Street, 10am-4pm. Adults \$4, kids under 12 free. Contact: Frank Deorio, 516/352-2127 or 516/400-1111.

NORTH LITTLE ROCK, ARKANSAS, June 17. The Arkansas Railroad Club 9th Annual Railrodiانا and Model Train Show & Sale at Fisher Armory, 2600 Poplar Street, 9am-3pm. Contact: William Church, 5619 Bel Cara Place, North Little Rock, Arkansas.

HEMPSTEAD, NEW YORK, June 18 and July 23. Long Island Train Meet at Knights of Columbus Hall, 83 Greenwich Street, 9am-1pm. Adults \$3, kids under 12 free. Contact: Ernie Knudsen, 220 Trouville Road, Copalge, NY 11726; 516/691-7628 or 516/486-6658.

WASHINGTON, IOWA, July 2. Railroad Museum Swap Meet & Open House at the Milwaukee Depot, 428 North Iowa Ave. noon-5pm. Free admission. Museum open 2nd & 4th Sundays April - October. Contact: Charles Franzen, 715 West 2nd Street, Washington, IA 52353; 319/653-2810.

RALEIGH, NORTH CAROLINA, July 8-9. The North State Toy, Train & Hobby Show at the North Carolina State Fairgrounds of I-40; Saturday 9am-6pm, Sunday 10am-5pm. Adults \$3, kids 6-12 \$1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 714/766-8373.

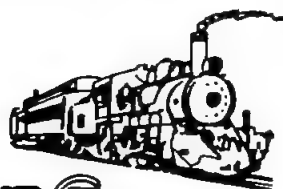
DENVER, COLORADO, July 8-9. Mile High Transfair at the National Western Show Complex, I-70 and Brighton Road, will feature artifacts from the railroad, airline, steamship and motor coach hobbies, movie sessions and door prizes. 9am-5pm both days. Adults \$2, Seniors \$1.50 and kids under 12 \$1. Contact: Intermountain Chapter NRHS, Mile High Transfair, P.O. Box 5181, Denver, CO 80217.

HAMBURG, PENNSYLVANIA, July 30. 18th Annual Hamburg Dutch Train Meet at the Hamburg Fire Company Field House on Pine Street 9am-2pm. Adults \$3. Two blocks from the BM&R steam tourist railroad. Contact: Sam Lenhart, RD#1 1174, Leesport, PA 19533; 215/374-5694.

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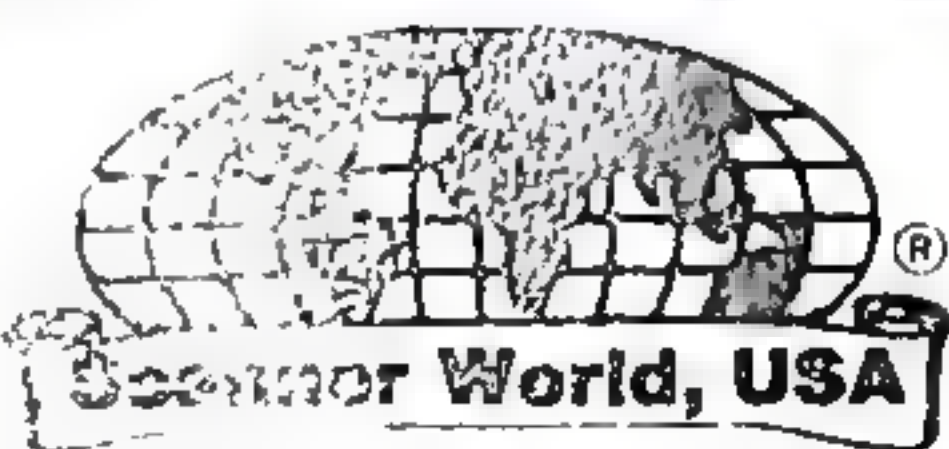
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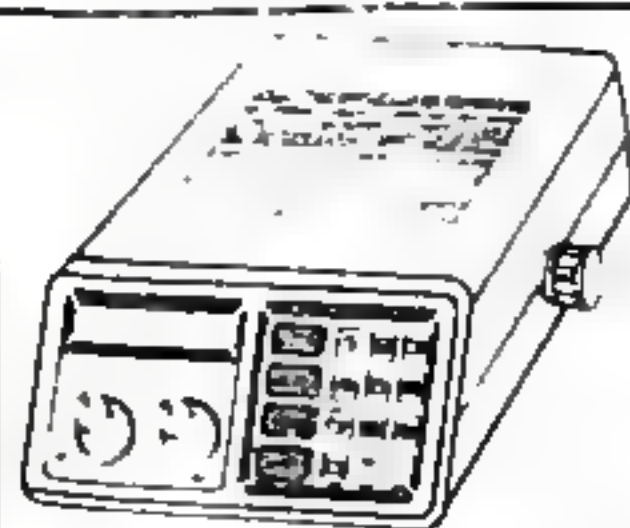
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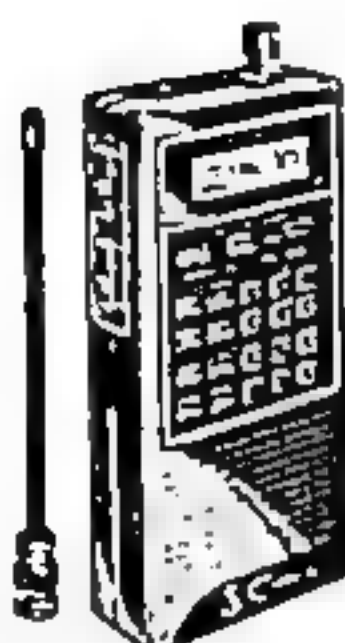
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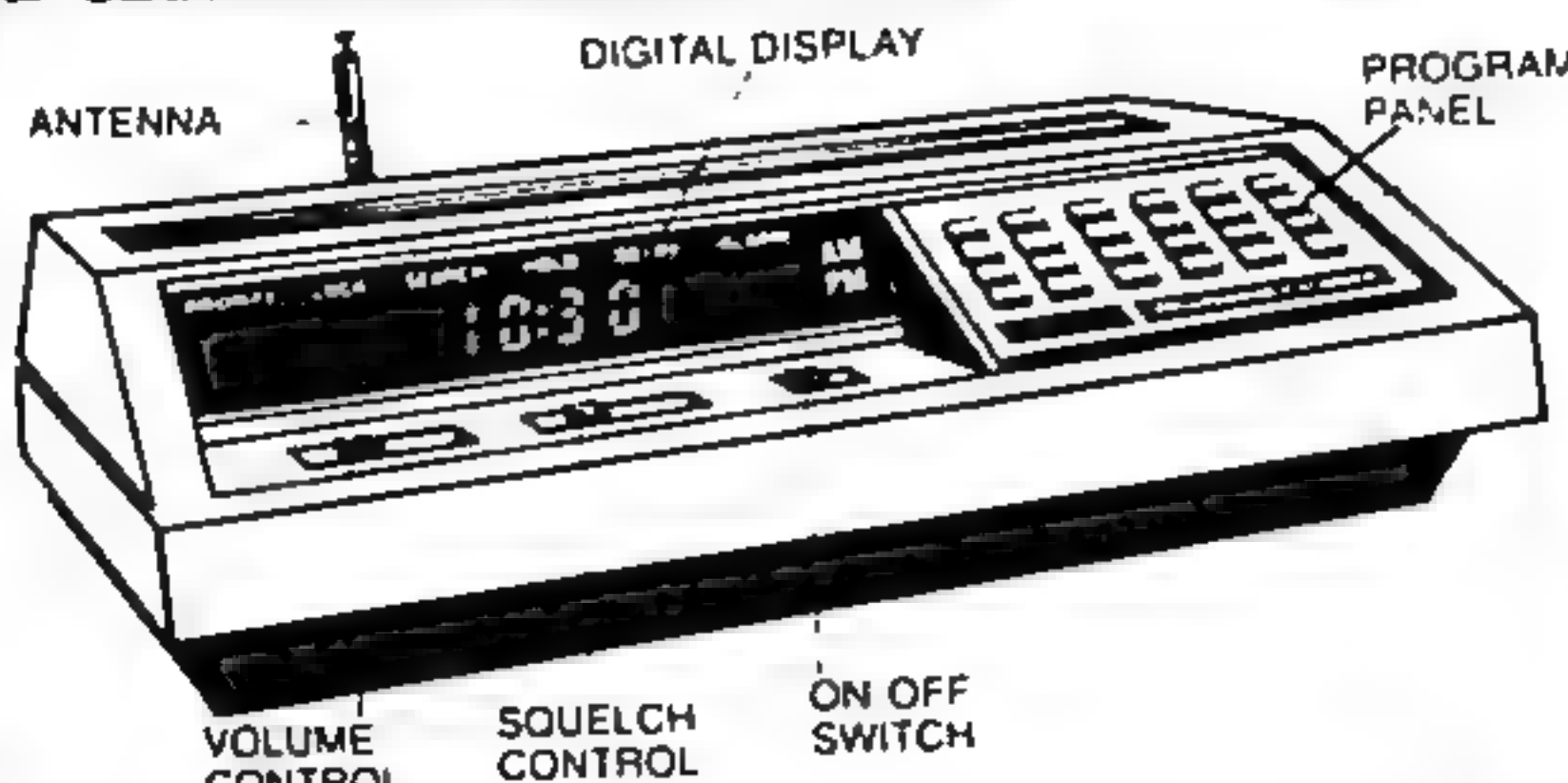
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Valley Rail Press is issuing a reprint of J.L. Krieger's *Valley Division Vignettes*, a 260-page 9" x 12" pictorial history of Santa Fe's operations in central California. More than 400 photographs, maps and drawings support the coverage of Santa Fe and Amtrak passenger service on the Valley Division, barge service on San Francisco Bay and freight activity in California's agriculture-rich Central Valley. The Valley Division was dissolved into the new California Division in May 1988, making *Valley Division Vignettes* an even more interesting and worthwhile book for Santa Fe fans. This reprint, along with a special 1900 timetable insert, sells for \$37.95 from Valley Rail Press, 233 Leland Way, Hanford, CA 93230.

Some of Ron Hill's best photography is showcased in his latest book, *Mountain Mainlines of the West*, a 64-page 8 1/2" x 9 1/2" softcover filled with scenic pictures of diesels in action. Color photos adorn the glossy cover, but inside it's 100% quality black & white. There's Santa Fe in New Mexico's Abo Canyon, SP on the Donner and Tehachapi passes, the UP in Oregon and Wyoming, CP and CN in the Rockies, BN across

Montana, the Rio Grande in Utah and Colorado and much more. Most of the photos were taken with a Hasselblad and skillfully printed on fiber-base paper, resulting in some richly detailed images. If the drama of a Santa Fe freight climbing toward Ash Hill or CP diesels threading the alpine mountains of British Columbia interest you, be sure to order *Mountain Mainlines of the West*, which sells for \$29.95 from the Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402.

A new rail magazine

With its first two issues already out, *The Railfan Photographer* has introduced a slightly different product to the rail magazine field. Edited and published by Greg Monroe, TRP offers something for just about every kind of camera-toting rail buff, be they modelers or prototype train chasers. It debuted at 16 pages with the January/February 1989 issue but jumped to 24 pages with the March/April issue. Regular columns offer advice on specific photography techniques, model railroad photography and methods for getting material published in other magazines. Conversion of slides to black & white, night exposures and pinhole diaphragms are some of the topics discussed in these first issues. The material is presented in an attractive and professional manner, and the photo reproduction is very good on heavy gloss paper. *The Railfan Photographer* is starting out as an all-black & white bimonthly, with a one year subscription costing \$10.00 (\$13.00 in Canada and Mexico) from Call of the West Publishing, P.O. Box 2558, Littleton, CO 80161-2558.

Railfanning Switzerland

If you end up booking a flight to Switzerland as a result of reading Greg Nazarov's feature on the Rhaetian Railway Kroks in this issue, you'll want to take along *The Railfan Guide to Switzerland by Trains* Librarian George Drury. Crammed into this 32-page 8 1/2" x 11" softcover booklet is an index for 71 different railways, suggestions on preparing for your trip, how to survive in Switzerland (translations for important phrases are given in German, French and Italian) and train facilities, operations and accommodations at major station points. Popular rail

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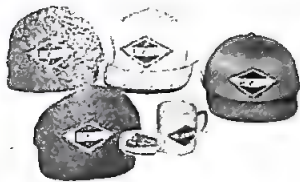
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lines are described in detail, and a map on the back of each helps out the whole Swiss railway scene from perspective. It sells for \$8.95 postage and from George H. Drury, 4139 West McKinley Court, Milwaukee, WI 53208.

P&L Merchandise



A wide variety of souvenir items is available from the Paducah & Louisville Railway, all carrying the line's diamond herald and green, black and white color theme devised by HO modeler Lou Jaquith. Adult's golf shirts in sizes S,M,L and XL sell for \$11.00; white twill golf caps, \$5.00; navy twill and white mesh caps, \$5.00; green camouflage caps, \$5.00; black corduroy and white corduroy golf caps, \$5.00; gray bonded caps, \$3.50; blue denim caps, \$3.50; P&L golf balls with markers, money clip and repair tool, \$12.00; P&L license plates, \$5.00; P&L belt buckles, \$10.00; P&L coffee cups, \$3.00; P&L key chains, \$1.50; wooden whistles, \$3.00; oak folding deck tables, \$15.00; black winter jackets with train and emblem (sizes 12, XS and S), \$10.00; white twill unlined jackets with emblem (sizes L, XL and XXL), \$16.00; navy windbreaker with cotton lining (sizes S, M, L, XL and XXL), \$17.00; adult's gray zip front hooded sweatshirts with P&L emblem

(sizes S, M, L and XL), \$16.00; children's gray pullover hooded sweatshirts with P&L emblem (sizes S, M and L), \$14.00. From the numerous samples we have seen, this is all quality merchandise. Order from Mrs. Rita Clark, Paducah & Louisville Railway, 1500 Kentucky Avenue, Paducah, KY 42001.

Lackawanna E8 patch

The Central New York Chapter NRHS and the Friends of the E8 are in the process of restoring ex-NJ Transit E8 4305 (originally PRR 5702A) to full operating condition for excursion service, with the final touch to be a fresh coat of DL&W paint and road number 808, in honor of the DL&W's next E8, No.821, which would have been renumbered 808 in anticipation of the Erie Lackawanna merger of 1960. A new fundraising item for the project is the Friends of the E8 patch. Measuring 4" in diameter, it features a four-color stitched roster view of the Lackawanna-painted E8 on a white background with red border and lettering reading "Friends of the E8—Lackawanna 808." The patches sell for \$5.00 each, but only 350 of them were made, so order now from Friends of the E8, c/o Central New York Chapter NRHS, P.O. Box 229, Marcellus, NY 13108. All proceeds go into the project budget.

Cash donations to the Friends of the E8 are also welcome, and they provide membership and other extras as follows: \$25.00 earns a certificate of appreciation; \$50.00 earns the certificate plus an 8x10 action photo; \$100.00 earns the above plus your name on a plaque to mounted in the cab of the 808; \$250.00 or more earns all of the above plus a cab ride on one of the 808's future excursions. All contributions are tax deductible.

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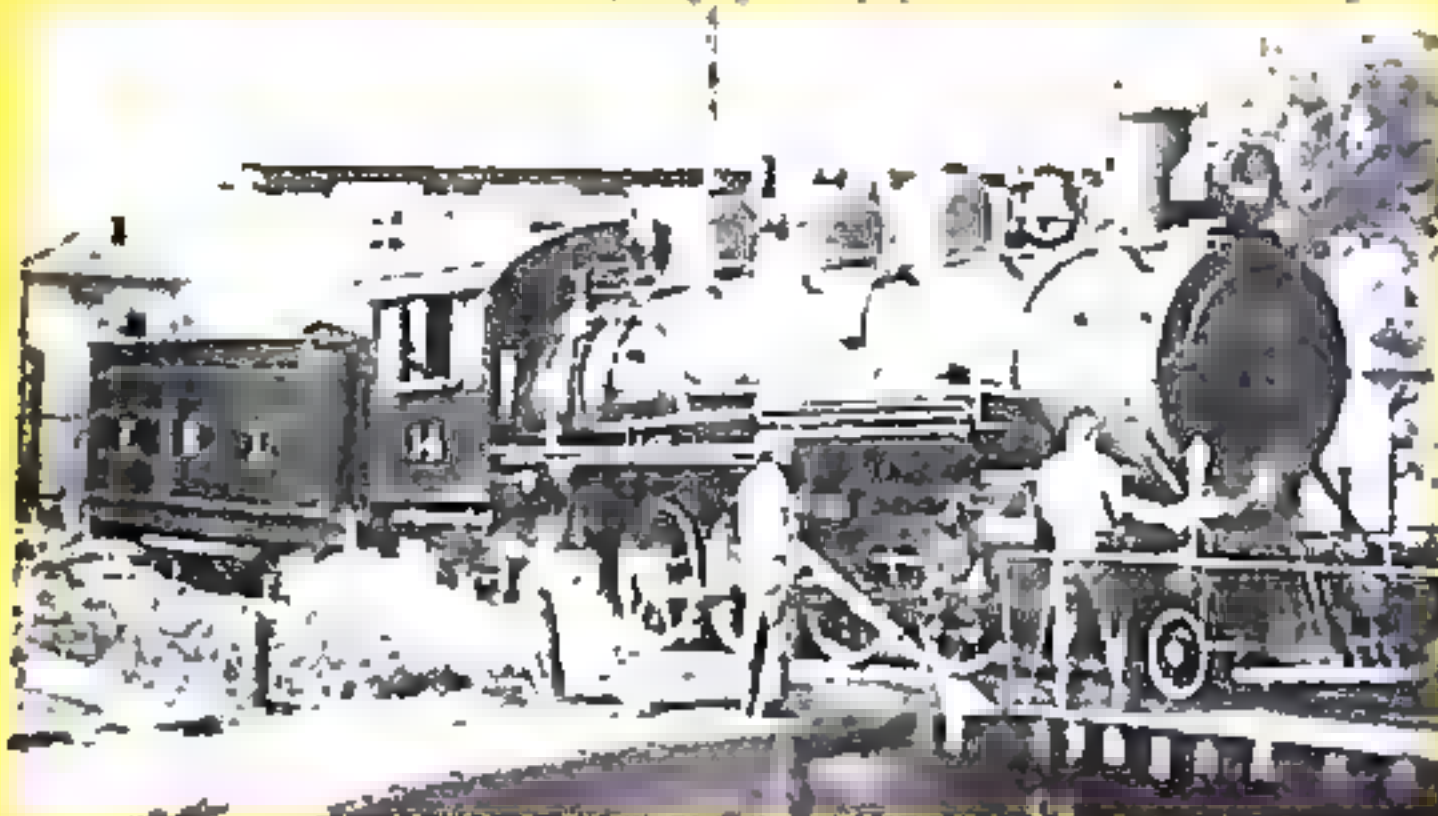
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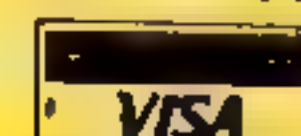
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THE UNION TROLLEY LINE, PUBLIC SERVICE RAILWAYS NEW JERSEY, compiled by John Brinckmann, is a 68-page 8 1/2"X11" softcover describing in great detail the operation of one of New Jersey's most important streetcar routes. In the annals of street railway history, the name of New Jersey's Public Service Railways looms large, a giant operation statewide concentrating on the metropolitan Newark area. It is a great favorite of many traction fans to this day despite the early conversion of many of its routes to motor and trolley bus operation.

Through the medium of 95 photographs, most are half-page size, and ten pages of detailed trackage maps, the reader can easily follow this 29-mile line from its early years through to conversion to all-service vehicles in September 1935. The photographs are mostly operational scenes, many taken in the later years including many work cars along the line. There are even photos of the dismantling of some lines. Reproduction is generally good along with extensive and interesting captions. Unfortunately the photographs are not individually credited. The text, while not lengthy, does furnish good information of the origin and early operation of the line, its equipment and car types along with route changes, carbarns and fare schedules. Photos are well arranged to depict a ride over the rural and private rights-of-way.

John Brinckmann knew the operation very well and has compiled a fascinating look back, giving credit to the chapter members who were there and recorded the scene. This is a publication that will surely be enjoyed by the street railway fan. It is available at \$12.50 postpaid from the North Jersey Chapter NRHS, Runyon Avenue, Edison, NJ 08817.

Book Reviews



The History of the Union Pacific Railroad in Cheyenne, by Robert Darwin, published by Express Press Limited, P.O. Box 1133, Carmel, CA 93924;

400 11"X16" pages, hardcover, \$99.95 plus \$5.60 shipping (Cal. res. add 6% tax). Buyers outside the U.S. should write the publisher for current rates.

If Cecil B. DeMille had chosen to present his epic 1930s motion picture "Union Pacific" in book form instead, it no doubt would

have looked just like this monumental work by Robert Darwin. It is simply the biggest railroad book you've probably ever seen. Because this is "a pictorial odyssey to the mecca of steam," what text there is has been kept to a minimum, but the impact of the writing alone is worth its weight in gold spikes. Retired UP President Edd Bailey's Foreword comes under the heading "Where the West Begins..." and properly sets the stage for what lies ahead on those 400 11"X16" pages.

First there's the landmark pictures of pioneer photographers like Andrew Russel, who recorded the construction of the UPRR across Wyoming. Then comes the boom of the early 20th century, during which UP sets up a 48-stall roundhouse and adjoining machine shop in Cheyenne. Big, full-page black & white images of big steam locomotives—the Big Boy 4-8-8-4s, for instance—document the railroad's war against Sherman Hill, from the floors of the Cheyenne backshops to the battle zone at Dale Junction.

Chapter 5 heralds "The Day of the Diesel," starting with a Dick Kindig photo of A-B-B-A F3s on Sherman in 1947 and progressing through the gas turbines, U50s, DD35s and DDA40Xs—and UP's "smaller" EMD and GE units like SD40-2s and U30Cs. At this point you're only halfway through the book! The next few chapters cover wrecks, modern construction projects, the named trains and even today's dynamic duo, Challenger 3985 and 4-8-4 8444. A section devoted to Sherman Hill contains full-page scenic views of steam and diesel action, and the final hundred pages or so is similarly filled with big portraits of the locomotives that made Cheyenne famous.

Darwin ends with a detailed discussion about the photography used in his book and the manner in which they were enlarged. Both the familiar and the unpublished works of Steinheimer, Kindig, Wolff, Hastings, Shaughnessy and many others have been magnificently reproduced with sharpness and tonal range that more than justify the book's physical dimensions. Also included among the 596 illustrations are track and structure plans for the different phases of the Cheyenne yard, shops, roundhouse and passenger station.

The first printing of *The History of the Union Pacific Railroad in Cheyenne* sold out in less than four months; the second printing which is now being released may be your last chance to buy this unequalled tribute to the Wyoming town from whence marched the biggest locomotives on Earth—B.K.

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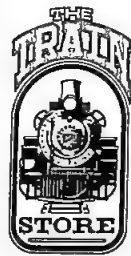
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Motor Drives and Winders, Round Two

GUEST COLUMNIST: BRUCE KELLY

Last month, Don Kaplan began our series on camera motor drives with a rundown on his Nikon gear and how he puts his four-frames-per-second MD-3 drive to use in the field. Many of us have attached motor drives or winders to our SLRs for a variety of reasons, while others have chosen to avoid them altogether. For our readers who are still debating the purchase of such equipment, we offer the following pool of opinions from the RAILFAN & RAILROAD staff and several of our contributors.

My decision to partially "motorize" my photography in early 1986 was, for the most part, influenced by Fred Simon of Spokane, Washington. Being strictly a Kodachrome shooter and a bit of a slide trader back in those days, Fred owned a pair of Nikon FAs, each with an MD-12 motor drive capable of cranking off 5 1/2 frames per second (he has since added an F3 with an MD-4 drive which boasts nearly 7 f.p.s.). We'd go out to shoot some BN action in the eastern Washington desert or the mountains of north Idaho, and on each runby, my pair of Pentax K-1000s would click off a single frame each of black & white and color, while one of Fred's Nikons would record four, five, maybe ten fairly duplicate images on Kodachrome. Aside from any necessary bracketing of exposures, you only need to shoot one frame of black & white negative film because you can enlarge as many prints as you want from that one negative. But with slide film, what you shoot is what you get, and if your one-and-only slide is lost, damaged or mailed in to a magazine, you have no extras to fall back on. The key to Fred's remarkable color collection was, and still is, the fact that he has more than one original slide for everything he's ever photographed. I sometimes tease him when he burns away 36 exposures on just three runbys, but film is cheap compared to time and travel costs, and if the color slides we take today become coveted trade and publication material in the decades ahead, Fred will definitely cash in.

Soon after meeting Fred, I expanded my Pentax gear to include an ME Super SE with an ME II winder. In brief, the difference between a motor drive and a winder is this: motor drives are designed chiefly for rapid firing sequences and, with certain models, they operate in reverse to quickly rewind film as well; winders are simply meant to advance the film for you. Motor drives can be expensive (\$320 and up for a Nikon MD-4), while winders are less so (\$75 for my Pentax Winder ME II). When I'm ready to spend a month's pay on a Pentax LX and matching motor drive, I'll be able to boost my Kodachrome consumption to 5 f.p.s., but for now, the ME Super system's 2 1/2 f.p.s. winding speed proves adequate for most circumstances.

An example of the kind of railroad photography where fast motor drives are essential, yet sometimes not fast enough, comes from Los Angeles-based Contributing Editor David Lustig. "For the vast majority of weekend railfans, motor drives can make you lazy. When you have only once chance, one frame of film, one push of the shutter button to get your shot, you look for the best spot, check it through the viewfinder, and when the right moment arrives, capture it on film. But with a motor drive, some people shoot off a bunch of frames just to get that one 'perfect' moment.

"I learned the foolishness of totally relying on a motor drive to capture that 'one instant' about ten years ago. Standing next to an interlocking tower in Stockton, California, I noticed a set of train orders hung out for the next train. My mind envisioned brilliant action photography of a grizzled engineer grabbing the orders, the action frozen on the exact millisecond he clasped them. With a camera capable of five frames per second, how could I possibly miss?

"So, with wide angle lens firmly in place, I was standing next to the train orders when the train sauntered by at a leisurely 30 m.p.h. Long before I would have pressed the shutter

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of an unmotorized camera, I started firing, holding down the motor drive trigger until the train orders, engineer's arm and locomotive cab were well out of the viewfinder.

"It wasn't until a few days later, suffocating in the summer heat in my garage darkroom, that I learned the awful truth. Indeed, I had captured the entire sequence, but I never got that exact instant when the engineer grabbed the orders. I managed to photograph everything just before and a split second after, but the shot I knew would catapult me into living legend status was lost somewhere between click and whirr."

Despite that one incident, David continues to use a motor drive, observing that "many current 35mm cameras, having been shrunk to an almost unholdable size for anyone with big hands, were designed to work best with a motor drive attached. They make wonderful automatic winders, taking a single shot a time, with the film quickly being advanced while the photographer waits for the next appropriate shot to arrive." In his work as a professional writer and photographer, David has found that by letting the motor drive advance the film, he's free to concentrate on exposures and the subject at hand.

Ken Karlewicz of Pomona, New York, enjoys such freedom with his pair of Minolta Maxxum 7000s, which are typical of the latest high-tech, fully automated SLRs. In addition to their autoexposure and autofocus features, Ken's Minoltas have built-in motor drives that are encased in the camera's body and contoured handgrip. Ken says the drives are good for two or three frames per second, and they quickly rewind the film at the end of the roll. He also says that the Maxxums can be real battery eaters, because all those electronic features—including LED readouts and pushbutton aperture control—quickly drain the standard power supply of four AAA batteries (though an adapter is available to power the Maxxum with larger AA batteries). To operate with full motor drive speed, Ken finds he must replace the batteries after shooting five or six 36-exposure rolls. By

per SE's winder will maintain full speed for about 20 rolls of film, while eight AA batteries in Fred Simon's MD-12 will maintain full speed for up to ten rolls or so. Associate Editor Mike Del Vecchio, on the other hand, has comparison, four AA batteries in my ME Super run as many as fifty 36-exposure rolls though his MD-12-equipped Nikon FM2 on just one set of batteries. Mike ordinarily takes single shots of action runbys, so by using his motor drive for little more than easy film advancement, he avoids the heavy battery drain caused by those multi-frame sequences, and his type of work won't be affected by even a 2 f.p.s. loss in winding speed.

Many SLRs are designed so that when a motor drive is attached, the camera's normal battery circuit is bypassed, and power for the light meter, electronic shutter and other electronic features is drawn directly from the motor drive's battery pack. Any camera whose basic functions rely totally on batteries can be a problem in extreme cold (CAMERA BAG, February and March '89) or when the batteries just plain run down, but when the sole power supply is a motor drive, this is doubly so. As mentioned earlier, motor drives drain batteries fast.

Also, if the motor drive has its own trigger button, your camera must now rely on an additional electronic circuit to carry power from the motor drive batteries through the trigger button and across the metal contacts between the drive and the camera body in order to actuate the shutter. Constant exposure to cold, rain, fog or dust can cause enough oxidation or grit to build up on the motor drive contacts or the batteries themselves that no voltage can get through. Even my Western friends with their Nikons have experienced that rare malfunction when, with a train bearing down on them, they depressed their motor drive's trigger and got absolutely no response. During the three years I've been using my Pentax winder, there have been only three or four instances when it failed to engage during an action runby, but I was always able to grab one shot by quickly reach-

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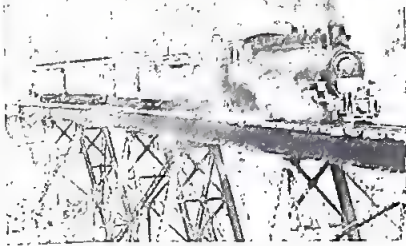


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The two publications deal respectively with railroad development on Canada's eastern and western seaboards. **The Dominion Atlantic Railway** is the name applied to the Canadian Pacific's operations in the Province of Nova Scotia. These remain isolated from the rest of the system and currently much of the line is under threat of closure. This long-awaited volume includes coverage of the railway's 4-4-0s, 4-6-0s, 4-6-2s, 0-6-0s, various diesels, extensive bridges crossing wide estuaries, an industrial switcher and great views of the inter-working of the railway and shipping. It is now over 50 years since the last book on the **Dominion Atlantic Railway** was published but such is the interest in the line that Gary has started work on the second volume already. Timothy Horton's **The British Columbia Railway** is a natural sequel to his two previous volumes — **The Pacific Great Eastern Railway** — which covered the history of this line from its inception in 1912 until it changed its name in 1972. The current publication deals with the railway since 1972 and will be followed by a second and final volume. It is essentially a diesel work as the railway's steam power had all been retired by the time the new name was adopted. However, there are two excellent photographs of the "Royal Hudson" in operation between Vancouver and Squamish. The British Columbia Railway is one of the few main lines to operate a regularly scheduled steam excursion during the summer months.

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ing up and pressing the camera's mechanical shutter button. The fouling of your motor drive's electrical contacts can easily be prevented with a little periodic care. As David Lustig put it, "I break down my cameras and clean them after every shoot, just as you would a rifle."

Rather than placing his photography at the mercy of a motor drive, Editor Jim Boyd prefers the basic crank-and-shoot method with his pair of Nikon FM2s. He's satisfied with getting the one optimum shot of each runby, so there's really no need for a motor drive. Most of all, Jim simply doesn't want that extra power circuit between his trigger finger and the shutter. Still, the floor-to-ceiling mountain of yellow Kodak slide boxes at the Boyd abode are proof that over a matter of years, you can accumulate quite a photo collection one frame at a time.

While Jim doesn't generally use a motor drive (though he does have and will occasionally use a winder), he acknowledges they offer two interesting advantages for shooting action. The first is that you can bracket exposures of a single runby with a careful twist of the aperture ring while your motor drive runs film past the shutter. Secondly—and this is something California railfan John Sistrunk agrees with wholeheartedly—by using a motor drive, you can continue shooting without taking your eye away from the viewfinder. Those coming-at-you zoom telephoto sequences that photographers like Jamie Schmid include in their slide shows at California's Winterail photography exposition are done much more easily with a motor drive because you can continue to follow the train through the viewfinder and refocus as it gets closer while letting the camera do its own film winding.

It is while using his zoom tele that Boyd will put on his winder. As he sees it, "I don't like to have to depend on a battery to take my pictures. I own only cameras with manual shutters, so I'm never out of business in cold or at the mercy of a dead battery. Right now I have on my desk a series of motor drive shots Bruce Nett took at Onawa trestle on the Canadian Atlantic, with frames 3 through 14 of the Alcos approaching and 15 through 21 going away—but the perfect shot is not there because between 14 and 15 the motor drive crapped out and he missed the shot while groping for the manual shutter button. He had to go back later to get the virtually identical shot used on this month's cover. In the few times that I have used my winder, I've missed shots when a low battery

didn't fire the shutter or I'd forgotten to turn it "ON." It's a no-win situation when you have to turn the winder off to keep from draining the battery and then remember to turn it ON again to take a picture. I'd rather concentrate on my subject than having to 'drive' the camera. I don't trade slides, have rarely needed duplicates and find the winder useful only to avoid hand-cranking tele sequence shots. Besides, my friend Bob Walker, a professional photographer from Chicago summed up my opinion best, "Those things use up film faster than you can buy it."

In our next coverage of motor drives, we'll focus on their adaptability to remote control and other specialized photography techniques. Let's conclude with a few words of wisdom from Contributing Editor David Lustig, who says, "you guys can debate the issue of motor drives all you want; I'm too busy earning a living with them."

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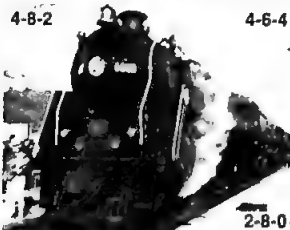


Thomas D. Dressler

The author of the article on the Seminole Gulf is a well respected authority on the Norfolk & Western and a highly regarded locomotive model builder. Tom Dressler, 53, grew up on a bluff overlooking the double track main line of the Columbus District of the old Scioto (now Ohio) Division of the Norfolk & Western, little realizing that he would one day run on those very same tracks as an engineer. He is a life-long resident of Portsmouth, Ohio, who started railfanning as soon as he was old enough to realize those smoke-belching behemoths passing the house at the bottom of the hill were things to love and cherish. As soon as he could read and write, Tom started recording engine numbers.

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Christmas of 1941, Tom soon thereafter used red fingernail polish, much to the chagrin of Mother Dressler, to paint a red strip on the side of the Lionel streamlined Pennsy K4 in an early attempt to emulate the beautiful N&W Class J 4-8-4s.

Soon summers were spent hanging around the N&W passenger station where many scoops of coal were thrown into the fireboxes of Class M2 4-8-0 1142 and later Class Sla 0-8-0 213, the engines usually assigned at the local station. A fond remembrance of those years was one morning N&W steam-turbine-electric *Jawn Henry* was partially blocking the crossing near the high school on one of only two trips it made on the west end of the N&W.

After high school, Tom spent 15 years in the local steel mill until obsolete equipment forced partial shutdown. He hired on the N&W in early 1970 as a fireman, was promoted to engineer in 1972 and has never looked back. He has been fortunate enough during the last few years to be called as the pilot engineer on most of the Norfolk Southern steam excursions on his operating district and has run both J 611 and 2-6-6-4 1218.

Tom has always been interested in modeling, and while no operating layout is present, advancement was made from Lionel to HO to O scale. Tom has probably one of the finest collections of N&W motive power in the hobby. Over the years he has contributed many articles on modeling and prototype railroading to *RAILROAD MODEL CRAFTSMAN*, *Model Railroader*, *Mainline Modeler* and *Trains*. At present he is also the national director of the Scioto Valley Chapter NRHS and a member of the board of directors and model editor of the Norfolk & Western Historical Society. Tom has written three books on steam and at present is continuing work on a full-length, hardcover book on the N&W Class A locomotives.

Tom is a 32nd degree Mason and a Shriner and unwinds at the Wurliitzer "Circus" console electronic theater organ. Tom and Janet, his wife of 32 years, make frequent trips to Florida to visit their sons, their wives and their only grandson. A lot of the time in Florida is spent chasing trains with older son Doug, a member of the Florida Gulf Coast Railway Museum and co-author the Seminole Gulf article.

As Tom puts it, "Few people have been so lucky to have their occupation coincide with their hobbies. To actually be allowed to run a Class J and then the 1218 in the 1980s has simply been icing on the cake."

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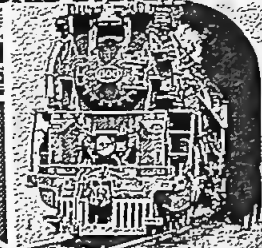
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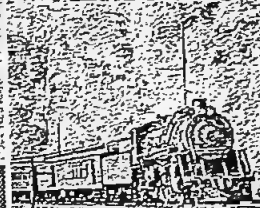
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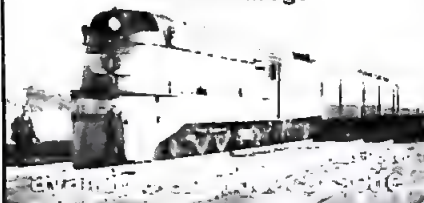
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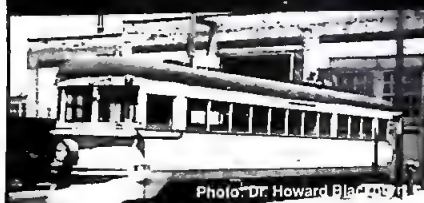


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Videos

BY MIKE DEL VECCHIO

New Arrivals

Enduring classics in the railfan video field have been the first two "Glory Machines" productions by Herron Rail Services, 2016 North Village Avenue, Tampa, FL 33612, released back in 1986 and 1987. The "Glory Machines" tapes were among the first to transfer quality 16mm color steam-era movie footage to video tape, and all footage was transferred to video with a state-of-the-art Rank-Cintel flying spot laser scanner. Two more tapes in that series have just been released. "Glory Machines Volume 3" looks at Midwestern railroading between 1935 and 1958 featuring the color 16mm films of John Plichta. There are several minutes of nicely shot and composed scenes of Milwaukee's steam *Hiawathas* and freight trains. Also shown is Santa Fe's E1A diesel and "Blue Goose" 84-inch drivered streamlined 4-6-4, CB&Q's E5-powered and EMC "shovel-nose" *Zephyrs*, Illinois Central's original EMC *Green Diamond* articulated trainset and an incredible sequence of IC's 2-6-0 powered "Dodgeville Local" with rural scenes and switching right out of Lucius Beebe's *Mixed Train Daily*. There are also scenes of PRR's famous K4 Pacifics and much more. In all, this program is 75% in color. 47 minutes, \$49.95.

The second new release from Herron is "Glory Machines, St. Louis Glory," featuring

the all-color 16mm films from the collection of well-known author and photographer Joe G. Collias. The best of Frisco 4-8-4s, 2-8-2s and 4-8-2s are shown, including the 1500s. Other St. Louis area topics featured are Missouri Pacific big steam and early diesel units and Wabash 4-6-2s, 2-8-2s and streamline-era cab units. Particularly impressive is the coverage of Missouri-Illinois' St. Genevieve ferry operation on the Mississippi River near Kellogg, Ill. Here M-I's quaint 2-8-0 is shown loading and unloading several cuts of cars from the paddle-wheeled carferry. The transfer to video is state-of-the-art with added sound. Both new releases are excellent additions to any video library. 37 minutes, \$39.95.

"Memories of Steam in the Northeast," from Mark 1 Video, P.O. Box 404, New Milford, NJ 07646, features a variety of rare steam-era scenes from the Northeast transferred to video from predominantly color 8mm and 16mm movie film. Big steam on the major roads includes b&w footage of D&H Challengers, 4-8-4s and 4-6-2s; New York Central Niagaras and Mohawks; Lackawanna Pacifics; Reading 4-6-2s and 4-8-4s in regular freight service; B&M's 2-8-4s and some extremely rare footage of a streamlined Lehigh Valley 4-6-2 on the *John Wilkes*. A piece on Pennsylvania short lines includes steam on the Bellefonte Central, Coudersport

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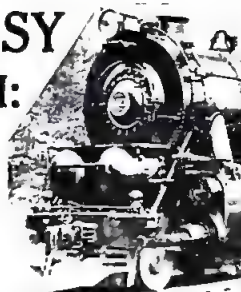
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& Port Allegany, the Kishacoquillas Valley and some incredible color footage of the Honesta Valley's outside frame 3-foot gauge Heislner locomotive switching loaded log flats. The sound is carefully added with video titles. There is no narration. 30 minutes, \$39.95.

The Kansas City Southern Rail Historical Society, 732 Connally Street, Sulphur Springs, TX 75482, is offering video tapes of the 1940 KCS promotional film "The Southern Belle." Produced to promote the handsome diesel streamliner, this color film features the run from Kansas City to New Orleans aboard the brand-new *Southern Belle* in which the railroad selected its "Miss Southern Belle." The pageant contestants were young ladies from the towns along KCS's Louisiana & Arkansas route. Previously this program was only available to Society members, but after numerous inquiries it is being offered to the public in VHS only. 30 minutes, \$20.00.

"Ghost Train," produced by Skyfire, P.O. Box 9900, Reno, NV 89507; 702/323-0965 or 800/852-2330, is a well produced, fast-paced historical documentary of Western railroading. It features vintage still photos and present day video of SP's Donner Pass operations, vintage Virginia & Truckee film footage and present-day scenes of the V&T equipment at the Nevada State Railroad Museum at Carson City. The Nevada Northern in Ely and their 2-8-0 40 are also looked at. Skyfire is a veteran video producer, primarily in aviation, who recently produced an aviation special for national television. The video quality and editing are professional. This program is geared to the general public but

can be enjoyed by everyone. It covers the basics without talking down to the serious enthusiasts. 73 minutes, \$49.95.

Feature Reviews

"Cumbres," by Railway Productions, 7287B Orinoco Avenue, Indianapolis, IN 46227. VHS only, 60 minutes, \$39.95.

A not-so-well kept secret and time machine among living rail museums is the Cumbres & Toltec Scenic Railroad operating between Chama, New Mexico, and Antonito, Colorado, on 64 miles of the former Denver & Rio Grande narrow gauge main line. This railroad includes the legendary Cumbres Pass with twelve miles of 4% grade east out of Chama to its 10,015-foot summit. The railroad then drops down a circuitous 1 1/2% grade which crosses the Colorado-New Mexico border eleven times on mesa shelves and the rugged Toltec George before reaching the flat desert area near Antonito. The C&TS operates a fleet of original D&RGW K36 2-8-2s, and many trains are doubleheaded up the heavy grade to Cumbres. Great pains are taken to keep the locomotives, passenger cars and freight equipment looking and operating as authentically as possible.

This program is a complete documentary of the Cumbres & Toltec. Throughout it blends the historical D&RGW with present day C&TS. You get commentary by retired railroaders and historians, vintage films and still photos, intelligent and easy to follow narration along with well-edited views of the trains, structures, scenery and terrain with anecdotes from those who remember how it was. Cameos by people like noted historian



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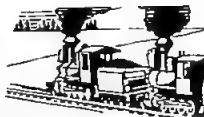
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Bob Richardson add a dimension that a narrator alone can't.

The program flows geographically from Chama to Antonito, and the footage is shot from the cab, the train and lineside including single engines and doubleheaders climbing to Cumbres with both passenger and freight consists. I was very impressed with how rugged Toltec George actually is, and how high the line rides in the San Juan hills between Antonito and Cumbres. Historian Jackson C. Thode recalls that "past Lava Tank the joke was that the surveyor let his mule loose and followed it, hoping he found Cumbres."

Les Jarrett of Railway Productions entered the railfan video field last year with his very popular "Narrow Rails Still Shine," reviewed in our February '88 issue. Les is a TV news videographer in Indianapolis and uses that expertise to put together some of the finest documentaries on the market. "Cumbres" is much like "Narrow Rails . . ." but it seems to be a more refined production. Having been to the C&TS and seen Les' previous release, I still walked away from it learning a great deal. This program is entertaining and informative enough for the non-railfan to enjoy and yet mainstream enough for the serious narrow gauge or steam fan. There is a great deal here for the money—M.D.

"The New York & Long Branch Railroad," produced by Mark 1 Video, P.O. Box 404, New Milford, NJ 07646; 201/261-8444. VHS only, VISA and MasterCard accepted, add \$2.50 for First Class postage. 60 minutes, \$59.95.

New York & Long Branch Railroad. The name itself evokes a response in the railfan community that is out of proportion to the size of a 38-mile stub serving the north coast area of New Jersey. Virtually all serious railfans are familiar with the now-legendary Don Wood photography of the New York & Long Branch, as well as the coverage that other greats have given it in the past. It was the Custer's Last Stand of the PRR's K4 Pacifics and CNJ Camelbacks in steam as well as the home to many now-famous first-generation diesels such as the Fairbanks Morse H15-44s, Train Masters, Alcos, GP7s and double-ended Babyface Baldwins. And let's not forget the PAs, E-units and Baldwin passenger Sharks of the PRR.

Mark 1's new tape gives a full basic history of the NY&LB but emphasizes the 1950s era and the K4s. The focal point of coverage is South Amboy, which was the end of the PRR catenary from 1935 until NJ Transit's recent catenary extensions further south.

The tape starts with a few views of South

Amboy as it is today and blends with views of South Amboy in the 1950s, including the busy engine terminal loaded with K4s. Then Mark 1 shows the routes leading from New York City to South Amboy that existed in the '50s with views en route from New York's Pennsylvania Station and the CNJ route from its impressive Jersey City Terminal. Among the notables seen here is the now-preserved K4 1361 leaving the Exchange Place Terminal with the southbound *Broker*, which was the last PRR steam powered main line train.

On the Long Branch itself there are views of the famous electric-to-steam engine changes from GG1s to K4s at South Amboy. There are also views of the Raritan River Railroad (both steam and diesel), a short line that interchanged with the NY&LB at South Amboy. Heading south, there are scenes from the very photogenic NY&LB points such as the numerous bridges and suburban stations. Although scenes are mainly of K4-powered trains, we also see CNJ Camelbacks and early diesels (there is a dynamite scene of a K4 leading a Baldwin passenger Shark). The tape ends by bringing the railroad from the '50s to the present with scenes of various diesels (including rare pacing footage of E8 4022 in Conrail blue), and gives nice views of the E units, including the ex-RR units of NJ Transit and restored Tuscan red GG1 4877. The tape ends with brief shots of contemporary Arrow III m.u. cars and F40s.

The video is excellently narrated by William Zagorski and not to excess. Appropriate music is tastefully added at a few places highlighted by a concluding montage set to Mozart. As to the photography, the tape is made up of 8mm movie footage (with a few feet of 16mm and direct video) primarily shot by noted photographer Wilson Jones. Also included is some rare Joe Wollner footage. The film-to-tape transfer is excellent, with no loss of quality in the transfer; it's as if one was looking at the original movies. The sound dubbing is equally flawless; the correct sounds are placed with the correct locomotives, even exotic Fairbanks Morse units. Indeed, one gets the impression that the original movies were shot with sound. The human mind associates a lack of sound with home movies and a professional movie with sound; it is amazing how much the apparent picture quality of 8mm movies seems to improve with proper sound dubbing. Even on the steam engines, the sound synchronization is as close to perfect as possible.

In summary, this tape cannot be more highly recommended—RICHARD D. FOREST, ESQ.

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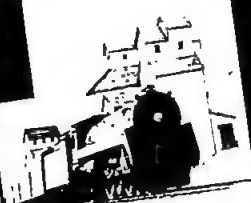
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Transit Currents

Seashore to celebrate

The Seashore Trolley Museum is celebrating its 50th anniversary in 1989. Seashore's collection of mass transit equipment at its Kennebunkport, Maine, facility is one of the largest in the world and probably one of the most comprehensive. The start of the collection was the purchase of open car No. 31 from the Biddiford & Saco Railroad. The handful of traction enthusiasts found \$150 (that was a lot of money in 1939) and moved the car to the present site of the museum in July 1939. The museum staff believes that it was the first instance of any one acquiring an old trolley with the intent of restoring and operating it and probably about the first for any type of railway equipment to be acquired by private individuals for operating museum purposes.

There were about three dozen members by 1941, and the collection had grown to four cars. There was a hiatus during World War II, but when hostilities were over, the growth of the museum was quite rapid. Seven cars were added in 1947. A power station was installed for car operation in 1953, and the Seashore Trolley Museum name was adopted in 1960. As of 1989, there are 180 vehicles in the collection. These are mostly streetcars, but there are some rapid transit cars, buses, trolleybuses, railroad freight cars and other related vehicles. The Seashore Trolley Museum has about 1100 members and each year has a paid attendance of about 30,000. The regular season is from late April to mid-October.

The 50th Anniversary of the founding of the museum will be held on July 5, 1989. For more information, write the Seashore Trolley Museum, Drawer A, Kennebunkport, ME 04046, or call them at 207/967-2712.

California update

A friend from the Los Angeles area recently visited San Jose and Sacramento. He noted that the Sacramento line is built in a very thrifty fashion and certainly doesn't seem to be overbuilt in any way. There are a lot of single track sections. He picked up news that Sacramento voters had recently passed a sales tax of 0.5% for transit improvements. Proceeds of the sales tax will be used to purchase an additional 40 buses and four more streetcars. The Sacramento RT Metro ridership has been at about 14,000 a day for a while, and that should be boosted even higher by the forthcoming service improvements.

Santa Clara has a large number of excess cars, and there was some talk of leasing them to other transit properties, including Portland. It turns out that the levels of the couplers and anticlimbers are vastly different on the Santa Clara and Portland cars, and this may be the case in Sacramento.

The Los Angeles County Transportation Commission ordered 50 light rail cars to be used on both the Century Line and the Los Angeles-Long Beach light rail line, with the first car scheduled to arrive in spring 1989. But now the Century Line is supposed to be

an automated light rail transit operation; that means there will be a lot of light rail cars that will be surplus when the Los Angeles to Long Beach line opens. It will probably be some years before another conventional light rail line that can use the Long Beach type cars will open.

Thanks to Martin Gombert for the information.

Hill Street Blues in L.A.

Hill Street, one of the major thoroughfares in downtown Los Angeles, has been closed off for a time for construction of the subway in the downtown area. This is one of the visible interruptions in the hardly-ever-smooth traffic patterns of the City of the Angels. At the same time, it is evident that progress is being made toward the arrival of rail transit to the Southwest metropolis.

There is more than the closing of Hill Street to think about in Los Angeles these days. Consideration is being given, and hearings are now underway, regarding expansion of the still incomplete light rail system. A proposed northeast line would run between downtown Los Angeles and South Pasadena. The light rail line could take one of two routes: one is along the Santa Fe Railroad right-of-way, which is now a freight-only line; the other is a route further to the east along the corridor of a planned extension of Interstate 710.

To the south and west of downtown, the so-called coastal line is being considered near Los Angeles International Airport. This would connect with the light rail line now under construction along the Century Freeway. The coastal line would operate north and northwest of the Century Freeway line to the airport. Beyond the airport it would go on to Marina Del Rey. The discussions and hearings in consideration of those two corridors have been relatively calm and civilized. As reported before on these pages, hearings on the location of the San Fernando Valley line perpetually raise much fuss and even threats of violence. The decision on the addition to the light rail network will probably be made this year, as studies proceed. The two leading candidates for a trolley line in the San Fernando Valley include one along the route of the Ventura Freeway, and another running along Chandler and Victory Boulevards. Some question arose as to whether some or all of the San Fernando Valley line might be built in a subway. According to various engineers,

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

50 years

it would be feasible to build in a subway, but it might have to be as deep as 60 feet to avoid all the pipes and other things that underlie the valley.

The direct rail passenger service between San Diego and Santa Barbara that began on June 26, 1988, under the aegis of CalTrans and Amtrak has been quite successful. From the first day of operations the revenues of the train have been above its costs by a relatively large amount; for example, in August 1988 the train experienced a 145% revenue-to-cost ratio. The success of this operation points the way for rail transit in the San Fernando Valley as well as consideration of other commuter rail lines. There is now a push for a Los Angeles-to-Sylmar route as a possible alternative for the San Fernando Valley rail line, and money is being sought to study it. Debate also was taking place in January 1989 on whether there should be commuter train service between Saugus and downtown Los Angeles. Study was also recommended on a possible commuter service between downtown and Oxnard. Thanks to Douglas I. Duncan and John A. Lee for the information.

New York in the Clean Age

Well, when it comes to graffiti, maybe the above title is a little bit of an exaggeration. In a place as big and as vital as New York there will always be at least a mustache put on a picture in an advertisement. But according to information that Bill Fennelly and some others sent, it appears that the New

York City Transit Authority is doing a magnificent job of winning the graffiti battle in the subway. Al Agovino, Jr., reports that the last graffiti-marred IRT grungeliner ran on November 15, 1988. It was a northbound No.5 train to Dyer Avenue and consisted of R-33 cars 9138-9, 8850-1, 9142-3, 9160-1 and 8957-6. He says that these cars have been repainted and are now graffiti-free.

In keeping the fleet graffiti-free, attention to dirt as the trains reach their terminals is the secret. If the graffiti on the train is too bad or of too large a scope to take off in the terminal turnaround period, that train is pulled out of service and another train replaces it. For example, since early 1984, cleaning crews have been assigned 24 hours a day, seven days a week, to the station at Woodlawn, which is the northern terminal of the IRT No.4 line. Trains roll in on headways of from five to ten minutes, and six train cleaners go over each one. All told, in order to cover all the subway lines, there are 1400 people whose job it is to battle the graffiti full time. The war is not over; it will continue as it must if the New York subways are to gain increasing attractiveness.

If everybody agrees about getting rid of graffiti, there's not much agreement on some of the major restructuring plans of the Metro-North Commuter Railroad. The MNCR wants to remove historic sections of several of the stations along the Harlem Division of the railroad. The platform canopies at some of the stations are to be taken down and reassembled at the refurbished station at Hartsdale. There is also controversy over the plan to reinstate streetcars in Yonkers. This one may be in for a long battle.

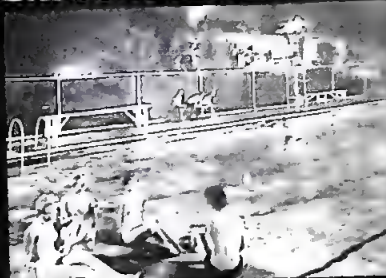
CHARLES WOOLNOUGH



THE SEASHORE TROLLEY MUSEUM, begun in 1939, will be celebrating its 50th Anniversary this summer with a big affair on the site at Kennebunkport, Maine, on July 5. In a vintage view from 1978, two cars from Manchester, N.H., pose at night alongside Tower C from the Boston Elevated. Handsome car 38, at left, built by Laconia in 1906, was the second car acquired by Seashore. The open car at right is the "City of Manchester." You can see action like this at Seashore this summer.

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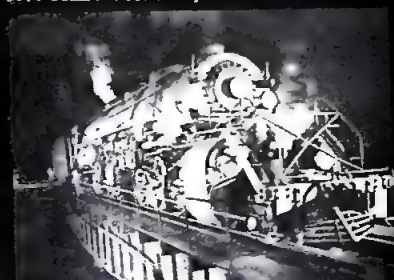
NW 1963- Swimming Pool at Welch, WV



NW 1103 - Drive In at Iaeger, WV



NW 1122 - Vesuvius, VA

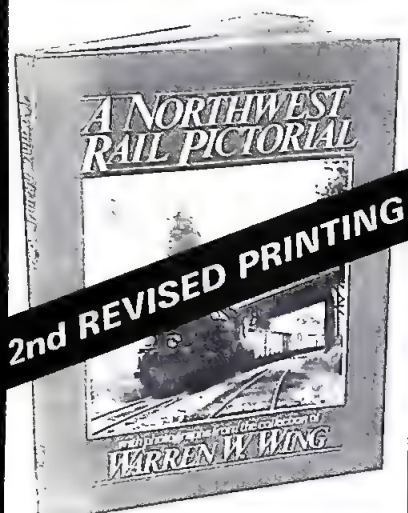


NW 28- Shaffers Crossing, Roanoke, VA

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Transit Currents

BART to Marin County?

Back in the 1960s when BART was in the construction stage, Marin County was part of the Bay Area Rapid Transit District. Marin County dropped out, and at about the same time considerations for using the Golden Gate Bridge to carry the rail line were dropped because engineers felt that the bridge was not strong enough. Now there is a desire for a rail line in Marin County to offset the overcrowding of Highway 101.

About 30 years ago BART engineers said that it was feasible to run the rail line over the bridge, but the bridge engineers disagreed. The Golden Gate Bridge Highway & Transit District is once again pondering a study of the use of the bridge by trains. The three options to be investigated would be adding tracks to the span, adding an automobile deck, and adding a deck for both autos and rail transportation.

Also discovered was a plan from 1967 by the California State Department of Public Works that concluded it would be quite feasible to build a tunnel under the bay between Aquatic Park and Sausalito Park using the same construction method as the BART Trans-Bay tube. That idea died also when Marin County pulled out of the district. Thanks to Robert A. Doyle and Tom McGarry for the news.

Rail transit studies in Chicago

A major study is being undertaken by the Regional Transportation Authority in the Chicago area involving the former Illinois Central Suburban service, now called Metra Electric. The study will be carried out over an eleven-month period, and it is expected that any service changes will be put in place in the early part of 1991.

Among other things, the researchers are studying the basis for decisions and trade-offs on the various south side rail services, which include not only the Metra Electric but also the Jackson Park and Englewood branches of the elevated and the Dan Ryan rapid transit line in the median of the Dan Ryan Expressway. It is expected that there will be increases and improvements in service on the Metra Electric, including the possibility that trains from University Park will run express between Kensington and the 59th Street stop on the way into the Randolph Street Station. There may also be through

service to Blue Island during the day to eliminate the need for passengers to change trains at Kensington.

Another possibility is the return of trolleys to the Loop. The Metropolitan Planning Council, a consortium of private businesses and interest groups in Chicago, is working on a study of ways to improve distribution of passengers from the commuter rail stations throughout the downtown area. The price of a trolley or a light rail system in downtown would be eleven times more costly than a bus network according to researchers reporting in late January. The services proposed would link Union and North Western rail stations to the east side of the Loop and to the north Michigan Avenue area. Another possibility is a line that would connect the south end of the downtown area of Chicago to the north Michigan area. If trolleys operated upon the downtown streets, the vehicular traffic on those streets would be limited to delivery vehicles.

Meanwhile, the Adams-Jackson Station of the State Street Subway and the Adams-Jackson Station on the Dearborn Subway are to be closed for major renovations, which will include installation of elevators to provide access to the subway for the elderly and handicapped, along with painting, lighting and other beautification work.

McKinney Avenue, Dallas

Joseph Lacey looked in on the McKinney Avenue Transit Authority on a recent visit to Dallas. He went to the car barn and received a kind reception. Of the four cars at MATA, the Oporto car appeared to Joe as if it were ready to run. A Melbourne car, which was ready for its final paint job along with some interior work, also appeared to be almost ready. There was also a Dallas Birney. Joe reports that the refurbishers started with a body and were busy fabricating a brand new underframe and truck. McKinney folks have journeyed up to Fort Collins, Colorado, to check out the Birney car in operation there and to get measurements for their fabrication work. The fourth car, a closed Dallas car, seemed to be in need of work.

The McKinney Avenue schedule calls for operations to begin this summer, and apparently the MATA will be in revenue service in June 1989. The line starts not too far from the central business district on St. Paul Street in front of the Dallas Museum of Art. The tracks run northwesterly to McKinney Avenue and then run along McKinney all the way to Hall Street. The cars will turn west on Hall and then south on Cole Avenue to Allen Street. The line then turns east on Allen Street for a block until it comes back to McKinney Avenue. The car barn for MATA is located at Bowen Street and Oak Grove Avenue.

Meanwhile, chaos appears to reign at the Dallas Area Rapid Transit bailiwick. The original plan for light rail was supposed to be in the neighborhood of 130 miles. This was revised down to less than a hundred. With that number skating over the political ice, it now appears that there will be some 50 miles of rail service in Dallas. All of this supposes that DART will be able to do anything at all in the rail area. Thanks again to Joe Lacey.

Railfanning is:

Driving to North Freedom, Wisconsin, for Mid-Continent Railway Museum's "Snow Train '89" and saying "Amen!" when seeing a skier's car with a bumper sticker that reads "Pray for Snow."

WARREN SCHOLL

Flashes

PORT AUTHORITY-TRANS HUDSON Corporation will be rebuilding the entrance to its Exchange Place station near the Jersey City waterfront. It will be part of a joint development with Exchange Place Urban Renewal Associates (EPURA). PATH will remove the existing station entrance and install interior finishes, fare collection equipment and three new elevators, while EPURA will build the new station entrance.

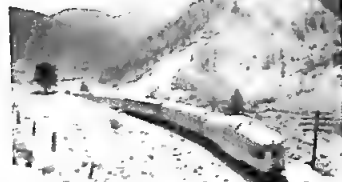
Sad news: LeRoy O. King, Jr. called to tell me that ROD VARNEY, head of the Texas Division of the ERA and editor of the *Short Circuit Bulletin* passed away on January 29, 1989, in San Antonio.

Steve Scalzo sends news from the Chicago area that METRA, the commuter service of the Regional Transportation Authority, discovered ridership growth is stronger on the south lines (METRA Electric, Rock Island and Norfolk Southern) than on the lines serving the west, particularly DuPage County. The south lines serve established suburban areas, such as Homewood and Flossmoor, and the Beverly area in Chicago. The newly developed south suburban communities include Orland Park, Tinley Park, University Park and Country Club Hills.

In Boston, the MBTA is going out for bids to reconstruct and raise five of the existing platforms at North Station so that there will be better access to the commuter rail coaches. Also, the MBTA has funding approved to carry out an Alternatives Analysis/Draft Environmental Impact Statement concerning extension of MBTA rail commuter service to Rowley and Newburyport. The commuter service to Newburyport was discontinued in 1976 because of low ridership. Rail commuter use in the Boston area has been on the increase and has now about doubled since 1980.

In HOUSTON, the newspapers are rubbing it in on Dallas. Houston is apparently beginning to move ahead on the consideration of how to link together with a fixed facility system—probably light rail—those things which the public approved last year. Talk of monorail fills the air in Houston, while Dallas apparently dithers aimlessly. Thanks to Tom Ruffin for sending a lecture on monorail from the editorial column of the *Dallas Herald Times*.

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STEAMING TO L.A. The celebration of Los Angeles Union Passenger Terminal's 50th Anniversary over the May 6-7 weekend will be highlighted by the display of SP *Daylight* 4-8-4 4449 and UP 4-8-4 8444. For railfans, there will be lots of photo opportunities as both locomotives travel into and out of the L.A. Basin. The tentative schedule for 4449's run is as follows: Sunday, April 30, Portland-Klamath Falls; May 1, Klamath Falls-Oakland via Davis; May 2, layover in Oakland; May 3, corporate special Oakland to Salinas with the train continuing on to San Luis Obispo; May 4, San Luis Obispo-Santa Barbara; May 5, Santa Barbara-L.A. (morning arrival); May 6-7, on display L.A.; May 8, depart L.A. via Cajon Pass, immediate destination undetermined. A detailed schedule for the 4449 for May 8-11 has yet not been set, but the engine needs to be in Sacramento by May 12 for the city's sesquicentennial. The only firm commitment after Sacramento will be over the Memorial Day Weekend when 4449 is scheduled to handle an Anschutz corporate move from Oakland to a Sacramento Jazz Festival.

The 8444's arrival in L.A. (see TIMETABLE for full Western itinerary) will be a May 5 run in from Yermo with stops at San Bernardino, Montclair, Pomona and East Los Angeles. May 6-7 it's on display in L.A., and on May 8 the UP and SP are coordinating a move out of San Bernardino with the 4449 and 8444 assaulting Cajon Pass side-by-side on their respective lines.

THE THIRD NS STEAM LOCOMOTIVE The 1989 Norfolk Southern steam schedule (see TIMETABLE) makes several references to "another engine to be announced" on certain trips in June and July, including the NRHS Convention. Initially, NS had been discussing using Frisco 4-8-2 1522 but dropped that plan by mutual agreement with the St. Louis Steam Train Association (though the 1522 will run trips over NS for private sponsors). As of mid-March, negotiations are reportedly taking place for NS to lease Nickel Plate 2-8-2 587 from Indianapolis—an engine of appropriate pre-NS heritage. Norfolk Southern apparently wants a "smaller big engine" to operate trips into areas where the N&W 4-8-4 and 2-6-6-4 cannot travel, as none of the smaller ex-Southern engines is currently available for service.

THE CLINCHFIELD F7s Their RoadRailer days may be over, but CSX's F7A 116 and F7B 117 aren't dead yet. On Saturday, March 4, 1989, the Fs headed up a nine-car special for members of the North Carolina State Senate and General Assembly and their families, as well as several CSX shippers. The special ran from Raleigh to Rockingham, N.C., for the North Carolina Motor Speedway's Bush Grand National 200 Nascar race. During the trip, representatives of Operation Lifesaver gave safety presentations. The Richmond County Chamber of Commerce kicked in its share of sponsorship as well.

Upon arrival at Rockingham, the passengers were unloaded and the train ran south to Hamlet, where it was wyeed and brought back to Rockingham. It then sat on the sparsely-used ex-SAL main line for over four hours before the guests reboarded for the return to Raleigh—DOUG KOONTZ.

YORKRAIL The former Western Maryland Railway's York Subdivision has been sold by CSX Transportation to Yorkrail, Inc., a corporate cousin of short line Maryland & Pennsylvania Railroad, better known as the Ma & Pa. With 15.8 miles of track from York, Pa., to a connection with the former WM Hanover Subdivision (the Dutch Line) at Porters Sideling, Pa., Yorkrail began operation February 20, 1989, from its new headquarters in the former-WM yard office at Lincoln Yard near West York.

The line uses four former-B&O GP9s, and like all Ma & Pa units, they are being renumbered into a horsepower-based series as follows: former B&O 6544 becomes Yorkrail 1750, 6537/1752, 6490/1754 and 6486/1756. They will be repainted into a black & yellow scheme similar to the Ma & Pa.

While the acquisition had been planned for months, legal uncertainties had postponed the transaction. When a union injunction request was denied, the sale took place swiftly. "We had to go from a standstill to full throttle on 48 hours' notice," said Yorkrail Superintendent Mike Bull.

Although they share common ownership, interchange freight and

even parallel each other at many points, there is no direct operating relationship between the Ma & Pa and Yorkrail. The Ma & Pa is partially unionized, while Yorkrail is entirely nonunion. Yorkrail is a wholly-owned subsidiary of Emons Development Corp., which is a subsidiary of Emons Holdings. The Ma & Pa is a subsidiary of Emons Holdings. Through Emons Development Corp., the company is also taking over Canadian National's former Grand Trunk Eastern line into Maine, which will be renamed the St. Lawrence & Atlantic Railroad.

Yorkrail serves about 30 customers, the largest of which is the P.H. Glatfelter Co. paper mill in Spring Grove, Pa., which takes inbound shipments of wood pulp and chemicals. The plant also receives its fuel in unit coal trains, about 70% of which have operated via the Ma & Pa and the remainder on CSX. Other traffic consists of inbound feed grain and lumber and outbound firebrick and cement. Annual volume for the line is about 5500 carloads. Already, Yorkrail has refurbished the Lincoln Yard office and will probably begin to use the adjacent one-stall enginehouse that has gone unused by CSX for some time. Yorkrail's operations are confined to weekdays. Two crews go on duty each morning. A road crew reports to Lincoln Yard about 7:00 a.m. and begins a run west to Porters and over CSX for about two miles to Smiths, the nearest point at which cars can be set off and picked up. The train returns to York between 2:00 and 5:00 p.m. A York local switching crew goes on duty at Lincoln Yard at 9:00 a.m.—DAN CUPPER.

D&RGW'S "BUD" CARS Anheuser-Busch, the makers of Budweiser beer, beat out the Adolph Coors Company in a bidding war for sponsorship of the Rio Grande *Ski Train*. Last year, Coors arranged for partial sponsorship of the weekend ski train service between Denver and Winter Park, with an advertising theme which dubbed it the "Coors Silver Bullet Ski Train." With Budweiser now doing the honors, how many railfan skiers will search in vain for the RDC to Winter Park when the boarding announcement, "this Bud's for you," crackles over the loudspeakers at Denver Union Station?

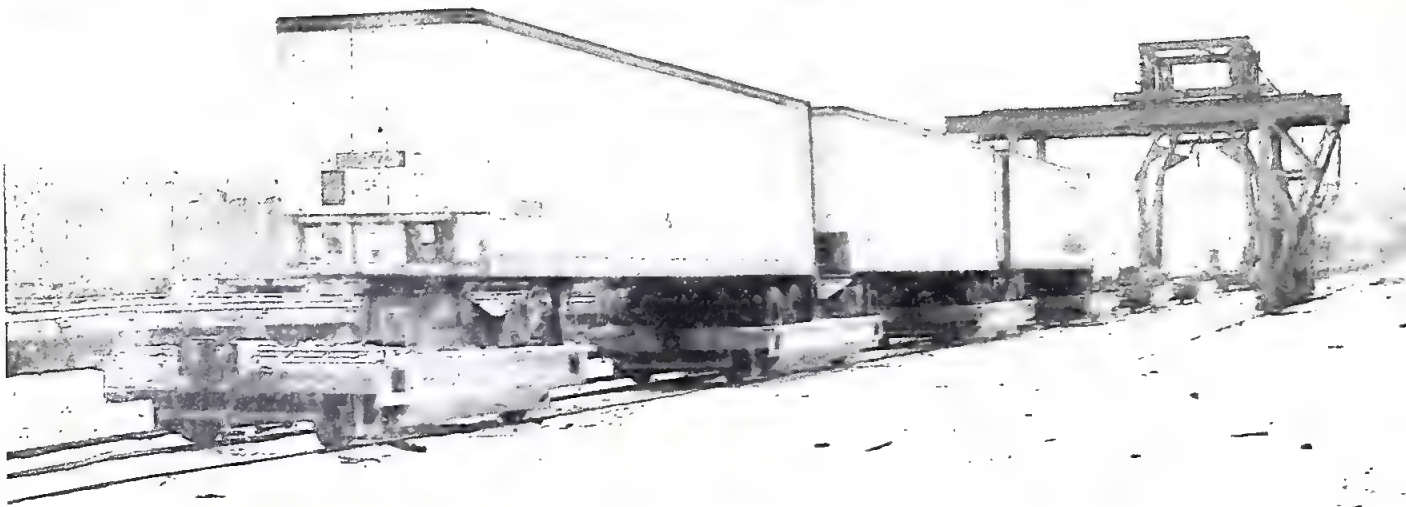
NEW YORK CROSS HARBOR On March 20, 1989, investors with a solid waste, transportation and disposal business called the IMPAC Group purchased the New York Cross Harbor Railroad Terminal Corporation of Brooklyn, N.Y., which operates the only New York-New Jersey intermodal transportation transfer service in New York Harbor. Its main Conrail interchange is at the Greenville Piers in New Jersey. From there, the NYCH carfloats are towed across the harbor and unloaded at the Bush or Atlantic Terminals in Brooklyn for local deliveries or interchange with the Long Island Rail Road or South Brooklyn Railroad.

Robert Crawford, Chairman and CEO of the IMPAC Group, announced the "Cross Harbor Railroad provides a fast, inexpensive and dependable rail-float link between the rail/ship/air transportation hubs in New Jersey and the New York City-Long Island centers of production and consumption." Commenting on the acquisition, New York City Commissioner of Ports & Trade Anthony Riccio, Jr., said, "the City plans to negotiate an agreement with New York Cross Harbor to relocate its operations to the newly constructed 65th Street Rail Yard in Brooklyn. This 30-acre intermodal yard, which is being redeveloped at a cost of \$12.7 million, is ready to begin operations."

Through its prior association with the IMPAC Group, the NYCH is transporting five trainloads of solid waste from Long Island each week. This traffic represents 450 tractor-trailer round trips removed from metropolitan area roadways.

In December 1988, the NYCH, in conjunction with the LIRR and Intermodal Concepts, Inc., launched an innovative trailer-hauling service using customized rail bogies. Trucking companies who ship between New Jersey and Long Island can avoid city traffic, tolls and vehicular wear by forwarding their trailers across the bay via NYCH's rail/ferry route. At present, two five-unit bogie sets are exchanged daily between the NYCH and the LIRR.

MARC AEM7 4900 In a spirit of cooperation between commuter systems, New Jersey Transit and Maryland DOT (MARC), worked out a locomotive swap during March 1989. MARC AEM7 4900 went to NJT and GP40FH-2 4131 went to MARC. NJ Transit was antici-



NEW YORK CROSS HARBOR operates the only railroad carferry operation in New York Harbor and began an innovative piggyback service utilizing small four-wheel bogies connected between the trailers. A string of Post Office trailers were about to be unloaded (above) at the former-PRR Greenville, N.J., yards on a snowy January 6, 1989. NYCH Alco S1 25 can be seen working the Greenville docks behind the trailers. Cross Harbor S1 No.21 (right) was hustling Conrail-bound cars at Greenville on March 10, 1989, across the harbor



TWO PHOTOS, MIKE DEL VECCHIO

STEVE TURKENKOPF



MARC AEM7 4900 was on loan to NJ Transit in early March 1989 to power shuttle trains between Penn Station Newark and New York City as insurance against an expected strike by PATH subway carmen. With the temperature at a frigid 18 degrees, the 4900 was city-bound with its first revenue NJ Transit train at South Amboy, N.J., (above) on Tuesday, March 7.



DOUG KOONTZ

DAN CUPPER



THE CLINCHFIELD F7s led varnish through Southern Pines, N.C., (above) on March 4. F7A 116 and F7B 117 were in charge of a nine-car special carrying North Carolina senators and CSX shippers and their families round trip from Raleigh to Rockingham for the Busch Grand National 200 Nascar race.

YORKRAIL presently rosters four ex-B&O GP9s, two of which, the 6486 and 6490, are shown (left) at Yorkrail's Lincoln Yard in York, Pa., on March 16, 1989. The cab of Maryland & Pennsylvania CF7 1502 is visible behind the hoppers at left.



pating a March 7, 1989, Port Authority Trans-Hudson Carmen's strike which would shut down the PATH subway connection into Manhattan for most of NJT's trains. Plans were to operate shuttles between Penn Station Newark and New York City using the MARC AEM7. NJT is slightly short of electric locomotives as its fleet of E60s is becoming unreliable with at least two permanently out of service. Also, NJT has six electric locomotives similar to the AEM7s on order from ABB Traction (see December '88 RAILNEWS) due in 1990 with an option for six more. This would be an opportunity to try one. As it turned out, the PATH strike did not happen, and NJT assigned the MARC 4900 to North Jersey Coast Line trains between Long Branch and New York City, where the new NJT units will most likely operate.

MARC, on the other hand, is slightly diesel-short as its F9PHs are presently being rebuilt, and individual units are out of service for weeks at a time. Also, some of the six GP39H-2s purchased from Morrison-Knudsen in October 1987 (February '88 RAILNEWS) have exhibited some operational quirks, and since the NJT GP40FH-2s were built simultaneously from similar origins, MARC wanted to compare them. NJT 4131 was used on push-pull trains between Baltimore and Washington, D.C. Both units were to be returned by April 1989.

BAR "CHICKEN WIRE" F3 Both of the two F3As which left the Bangor & Aroostook in January 1986 (May '86 RAILNEWS) may soon be operable again. BAR 44 was purchased by New Jersey's Tri-State Chapter NRHS in operating condition, while the 46 was purchased by Pennsylvania's Anthracite Railroads Historical Society without engine, generator or traction motors. While Tri-State's 44 was briefly leased to Steamtown (where it never ran) and is presently stored on the Morristown & Erie Railroad, the ARHS took the 46 to the Reading, Pa., shops to be convenient to its volunteers.

After discovering that a GP7 could not be used to repower an F-unit because of the prime-mover/generator relationship, the ARHS purchased a CF7 from Andy Muller of the Blue Mountain & Reading. A CF7 diesel will fit into an F-unit carbody, because the CF7s were all built by Santa Fe's Clebourn Shop from F-units. ARHS purchased the 2649, which was later discovered to be the "prototype" CF7 (rebuilt February 27, 1970, from F7A 262C, and the only CF7 to have dynamic brakes). Aware of its historical significance, the ARHS made a serious effort to swap or sell the 2649 to a museum or short line interested in preserving it.

The Reading Shops were to be sold, and the ARHS would have to move, but by the end of 1987 there were no takers for the first CF7. The decision was made to preserve 2649's carbody and continue the mechanical work on the F3 by transplanting the CF7's major components into it—on the same tracks where the Reading's famous T1 4-8-4s had been built. That area of the shop has parallel stub tracks, and equipment brought in must be picked up and moved to the desired track by overhead crane (see page 2). Since the electricity to operate the overhead cranes was no longer active, the Reading Technical & Historical Society loaned the ARHS restored Reading Alco C630 5308 to supply electricity for the overhead crane and compressed air for the tools.

By fall of 1988, the heavy work on 46 and 2649 had been completed, and so had the sale of the Reading shops. To avoid paying the new industrial storage rates, both historical groups moved their equipment out; the Reading Tech to Leesport on the BM&R and ARHS (the F3, three ex-LI FAs, an RS3 and an ex-LV C420) to a steel mill in Upper Merion, Pa., on the Upper Merion & Plymouth Railroad. However, because 2649 was now an empty carbody and deemed unsafe to move by rail, it had to be left behind. In February 1989 the 2649 was reluctantly scrapped, and the proceeds are buying a set of batteries for the F3. The 46 is expected to be started for the first time by May 1989, and painting into CNJ tangerine and blue should begin shortly after. This is the first time the "Clebourn Curse" has been reversed and a CF7 was rebuilt into an operating F.

READING 4-8-4 2100 STEAMS After nearly three years and \$1 million, Reading T-1 4-8-4 2100 is under steam for the first time since the end of the famous Reading Rambles in 1964. Its break-in runs took place the weekend of March 25-26, 1989, between Hagerstown Md., and Martinsburg, W.Va., on the a former PRR line now oper-

ated by the Winchester & Western. The 4-8-4 sports a pristine black "Rambles" livery and performed nearly flawlessly. Only minor adjustments were needed during the two trips. The train consisted of two six-axle passenger cars for breaking. Mechanical work was led by Bill Benson of Akron, Ohio, who also restored sister 4-8-4 2101 for the *American Freedom Train*. No immediate excursion plans have yet been firmed up, although many possibilities are being explored, including the Chicago & Illinois Midland out of Springfield, Ill. Reading 2100 was purchased from the Striegel scrap yard in Baltimore with sister T-1 2101 in 1975 by Ross Rowland. The 2100 was originally used as a parts engine to ready 2101 for the *Freedom Train* (after numerous Chessie specials, the 2101 was damaged in the roundhouse fire at Silver Grove, Ky., in 1979 and retired to the B&O Railroad Museum in Baltimore as *Freedom Train* No.1). Partners in the 2100 include Bill Benson, Ross Rowland and Lionel Trains President Dick Kughn. It is interesting to note that Bill Benson has been responsible for the restoration of three of the four existing Reading T-1s; only Steamtown's 2124 has escaped his touch—so far!

ELECTO-MOTIVE An EMD test set consisting of SD45X 5740, test bed 216, engineering test car ET820 and SD60 demonstrator EMD-3 was running on Norfolk Southern in Illinois during February 1989. Such sets are sent out about four times a year to evaluate various components on the open road (often at different altitudes). This particular set was testing the generator transition and control circuitry in EMD-3 while monitoring fuel economy and microprocessor functions under various loads. Engineering "test bed" 216, a former Amtrak SDP40F, was equipped as an SD50. It was used along with the 4200 h.p. SD45X 5740 for dynamic braking to create a train-like load for EMD-3. The most obvious news of this trip is that the SD45X has been repainted to a simpler livery (page 2), its SD45-era demonstrator scheme having begun to show its years.

KATY'S FINAL F-UNIT The M-K-T's new corporate parent, Union Pacific, has donated "F38M" cab-turned-booster 401B to the City of Denison, Texas, along with a Katy caboose/track inspection car. The last operating Katy F-unit, the 401B was originally F3A 66C and was fitted with the prime mover from wreck-damaged Katy GP38 222. Though it is physically an A unit, the 401B had been reduced to booster status by the removal of its cab equipment, the installation of a walk-through doorway in its nose and the painting over of its cab windows.

AMTRAK TO ATLANTIC CITY Beginning on May 23, 1989, Amtrak will operate new *Atlantic City Express* trains to the Jersey Coast gambling resort city from New York, Philadelphia and Washington. Service will consist of five round trips on weekdays between Philadelphia and Atlantic City (one of these trains will originate in Washington) and a sixth train operating directly between New York and Atlantic City. Additional weekend service will be offered, and several Amtrak trains will make an intermediate stop at Lindenwood, N.J., as well. A total of 45 round trips per week will connect Atlantic City with the Northeast Corridor at Philadelphia.

The *Atlantic City Express* will use Amfleet equipment (dinette, coach and first-class club service) coupled between a locomotive and cab car for push-pull operation. Amtrak's vice president for passenger marketing, Tim Gardner, announced, "this service will represent the first major new rail corridor to start up in Amtrak's 18-year life." Amtrak expects to attract 1.4 million riders annually on the new route.

Atlantic City's local commuter rail service, which NJ Transit was supposed to begin also in May, will likely be delayed due to proposed budget cutbacks. A contract between NJ Transit and the Atlantic County Improvement Authority called for the startup of local service "upon initiation of the inter-city service by Amtrak," and the county has stated it may sue NJ Transit if their end of the deal is not fulfilled. State officials feel that NJ Transit's financial deficit might put Atlantic City's local trains on hold until 1991.

SFSP FINED IN COAL SLURRY CASE A federal jury in Beaumont, Texas, slapped Santa Fe Southern Pacific Corp. and its subsidiary Santa Fe Railway with a \$1.04-billion fine for conspiring with other railroads to hinder or stop the construction of Energy Trans-



2100 CREW and MIKE DEL VECCHIO

ROSS PUGSLEY

READING 484 2100 STEAMS again after a three-year, nearly \$1 million restoration. After a full Easter Weekend of break-in runs out of Hagerstown, Md., on the Winchester & Western, the prototype T-1 posed for the crew at Hagerstown on March 26, 1989.

RICH WALLACE



BCR'S WINTER BUDD TOUR of February 19-23, 1989, traversed some 1600 miles of trackage between North Vancouver and Fort St. John, B.C. Budd cars BC11 and BC10 are southbound at Taylor on February 21.



KATY'S FINAL F-UNIT, the cab-turned-booster "F38M" 401B, has been donated by the UP to the City of Denison, Texas, where it was seen on February 24, 1989. Originally F3A 66C, the unit packs a GP38 prime mover.

portation Systems Inc.'s coal slurry pipeline between Wyoming's Powder River Basin and utilities in Texas and Oklahoma. In 1984, ETSI sued SFSP, BN, KCS, UP and C&NW for damages suffered in the delay of the pipeline project, which was ultimately canceled. Settlements were reached with the other railroads before the case went to trial. The jury found that SFSP caused ETSI damages totaling \$345 million, and according to antitrust rules, the resulting fine was triple that amount.

NEW AND REBUILT MOTIVE POWER EMD, GE and just about everybody in the locomotive rebuilding business continue to benefit from the shortage of motive power on American railroads. Orders placed for new locomotives in February 1989 included those from the Norfolk Southern, which has committed \$75 million for 66 new medium-horsepower units; the order will be filled by 33 EMD GP59s and 33 GE Dash 8-32Bs.

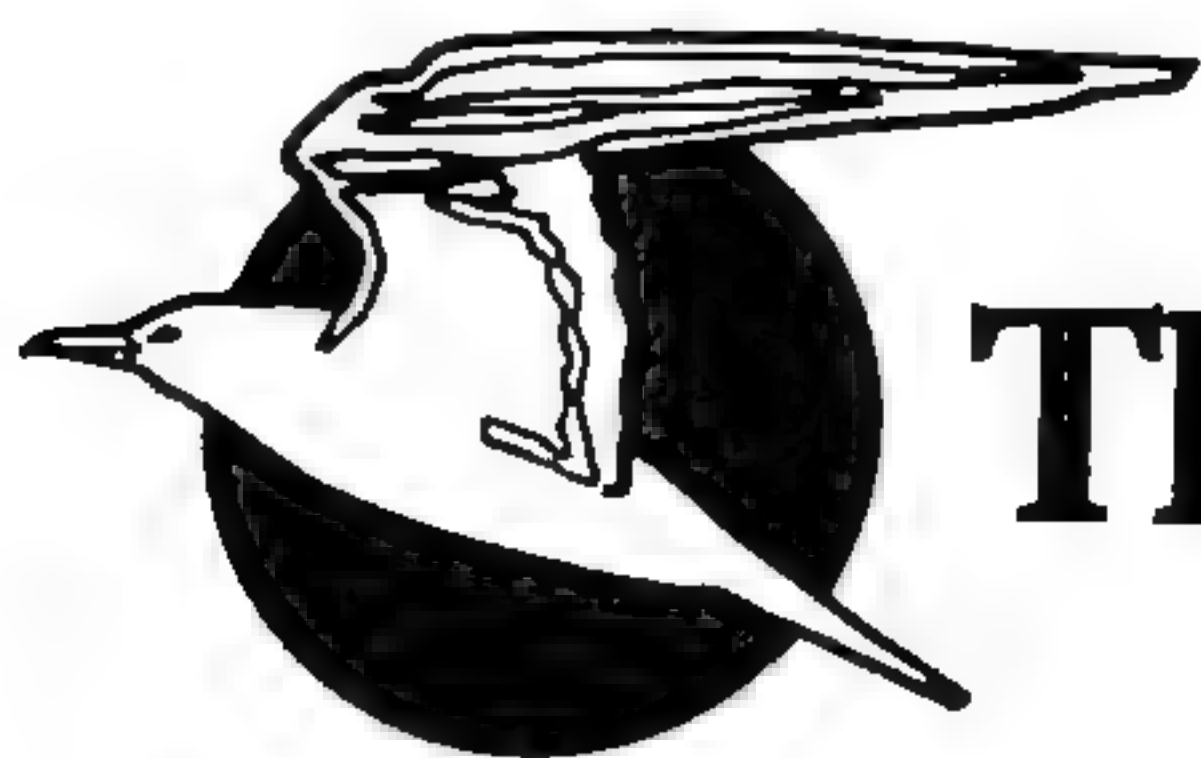
The C&NW has ordered 30 Dash 8-40Cs at a cost of \$40 million. With delivery anticipated to begin in the third quarter of 1989, North Western's new GEs will be used for the railroad's coal-hauling subsidiary, Western Railroad Properties, to haul low-sulphur coal from Wyoming's Powder River Basin.

Already accustomed to Dash 8-40Bs, the New York, Susquehanna & Western has ordered 20 more of them, to be delivered in blocks of

three beginning in mid-April 1989. At press time, Conrail's order of 25 Dash 8-40Cs was expected to arrive on the property momentarily, with another 100 scheduled for delivery in 1990.

In March, GATX Leasing signed contracts worth over \$6 million with Morrison-Knudsen and Livingston Rebuild Center, Inc., to overhaul part of the GATX rental locomotive fleet. M-K's Boise, Idaho, plant will overhaul ten SD40s and ten 645E3 prime movers. The Livingston Rebuild Center, which operates in Montana Rail Link's former-NP shops in Livingston, Montana, will overhaul ten of GATX's GP40s. The LRC and MRL are both subsidiaries of Missoula-based Washington Corporations. Additional locomotive overhauls for GATX's fleet of more than 60 units will continue to be done by Mid-America Car, Inc., in Kansas City.

BCR's WINTER BUDD TOUR During February 19-23, 1989, BC Rail operated its 1600-mile "Snowball Express" winter excursion between North Vancouver and Fort St. John, B.C., using RDC1s BC10 and BC11. Not to be confused with the West Coast Railway Association's autumn trips, this excursion, arranged by Mountain Outin' Tours of Irvine, Cal., was the first time since the late 1950s that BCR's Budds had traveled so far north during winter. Among the 700 miles of freight-only trackage offered for mileage collectors was the electrified Tumbler Ridge line.



A Florida short line that operates two divisions.

The Seminole Gulf Railway

by Thomas D. and Douglas A. Dressler

The short line explosion, so prevalent throughout the entire U.S.A., has not missed the state of Florida. CSX Corporation, successor to Florida's dominant Atlantic Coast Line and Seaboard Air Line systems, has been an industry leader in spinning off marginal routes to short line operators who can give personalized local service with a minimum of equipment and employees, and Florida has been an important part of their program. One such recently created road is the Seminole Gulf Railway, headquartered in Fort Myers.

The Seminole Gulf (reporting marks SGLR) came into being in November 1987 to operate two non-connected divisions of former ACL and SAL trackage on the Gulf Coast south of Tampa, an area often referred to as the Sun Coast of the Gator State. The new railway is a limited partnership owned by President Gordon H. Fay and Vice President & General Manager George Bartholomew, who are also the principle owners of the Bay Colony Railroad of Massa-

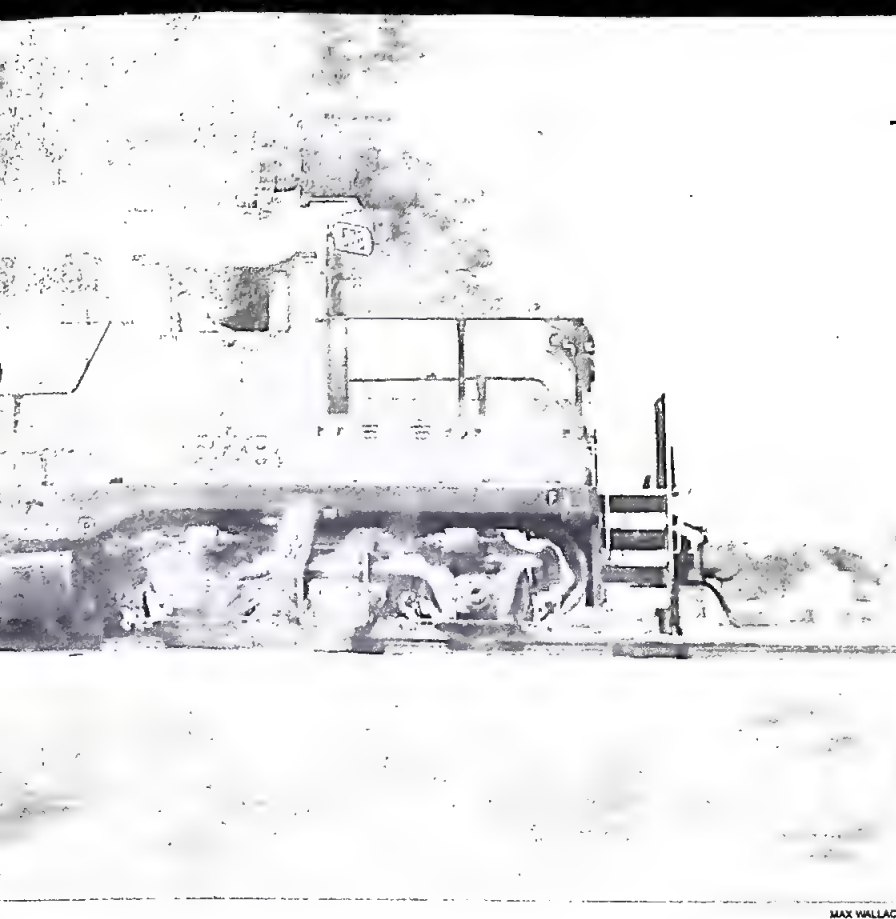
chusetts (which operates 123 miles of six former New Haven lines in the Bay State).

The larger of the Seminole Gulf's two segments is the Fort Myers Division, which began operations on November 14, 1987. It consists of 80 route miles of mostly old Atlantic Coast Line track extending from the CSX interchange at Arcadia south through Fort Myers to Vanderbilt Beach, ten miles north of Naples.

The "Y"-shaped Sarasota Division, which began operations two days later, consists of 34 miles of both Seaboard and ACL trackage beginning at Oneco, two miles south of the huge Tropicana orange juice complex at Bradenton on the old Seaboard line to Venice. From Oneco, the line heads straight south through Tallavast toward downtown Sarasota, where it turns east to a wye connection with a former-ACL line. The so-called "A-Line" tracks head due north for about three miles to Matoka, with numerous customers along the

line. Prior to the formation of the Seaboard Coast Line in 1967, this route extended north through Bradenton, across the Manatee River and through Palmetto up to Plant City. Shortly after the SCL merger, most of the old ACL lines in the area were abandoned. Many railroad bridges now support local highways, but the long ACL drawbridge over the Manatee River was completely removed as the Seaboard bridge was in better condition.

From the Sarasota wye, the old Seaboard line continues southward to Venice. Until the coming of Amtrak in 1971, this line was home for the Seaboard's famous 1936-built shovel-nose doodlebug 4900 (repowered with an EMD 567 and an Alco RS3 power truck) that was used on the passenger connection from Tampa to Venice. At the south edge of Sarasota lies the Bee Ridge Industrial Park which has large warehouses for the Winn Dixie and Publix food store chains, two of the busiest in the southeastern United States.



MAX WALLACE

They account for a great deal of SGLR car movement.

In the middle of winter, the line to Venice sees some rather special moves. The two Ringling Brothers and Barnum & Bailey Combined Shows circus trains, carrying The Greatest Show on Earth, return to winter quarters at Venice in mid-November for rest, new acts, repairs and revitalization. Then shortly after the first of the new year, the 10½-month road trips begin anew. The Seminole Gulf gets the journeys started in fine style with moves up to the CSX interchange at Oneco.

The Sarasota Division employs seven people: a two-man train crew, three section men and two signal maintainers. In Sarasota there are quite a number of protected crossings that provide the need for a signal department. All of the main highway and many street crossings are protected, and most use commercial crossing inlays for smooth automobile passage.

The Sarasota Division trackage is in good condition with only a few bad places. All of the many bridges, of both steel and wood construction, are in excellent repair, but a few bridge approaches need back fill. While none of the SGLR tracks are laid with continuous welded rail or concrete ties, many of the private industrial sidings are so constructed.

Bridge Number 1 over Bowlees Creek at Oneco serves a dual purpose. In addition

to carrying the SGLR over the water, it also serves as an inspection pit to afford mechanics the opportunity to work on the underside of the division's two assigned Geeps. The centers of two bridge ties at the north end of the trestle were removed, creating an impromptu pit.

One unusual thing still in use on a lot of the ex-Seaboard trackage is a rail joint consisting of a pair of four-hole joint bars with the outer one separated from the rail by a block of hardwood.

The inside joint bar is fitted flush against the rail in the usual manner. The theory is that the wood spacer will absorb moisture, swell up and keep the joint tight. This type of joint was used on light rail where its flexibility was an advantage, and it was quite prevalent in New England in the early 1900s. In Florida, however, it is not too effective, as the hot sun tends to dry out the wood before it can soak up much water, expand and hold the joint tight. When necessary, these joints are being replaced by the more common rail-shaped joint bar on the outside of the rail.

The Seminole Gulf's locomotive fleet consists of eight GP9s, all but one of which is of B&O or C&O heritage and was acquired from CSX in November 1987. The oddball 578 (see page 74) is the only one with a low short hood, former Illinois Central Gulf Paducah-rebuilt "GP10" 8327 (originally ICRP GP9 9327), acquired in the summer of 1988. Interestingly, two of the former B&O Geeps (576 and 577) were originally passenger units, although their steam generators were removed in the early 1970s. All but the IC unit arrived in well-worn Chessie colors. As quickly as possible during 1988, the units were renumbered and painted into Seminole Gulf's colorful variation on the Bay Colony livery with the yellow and orange stripes against a dark blue carbody instead of the Bay Colony gray. All units are now repainted.

Sarasota Division operations

We had the opportunity to ride the 576 on the Sarasota Division in February 1988. Though in rather scabby Chessie livery at the time (and still carrying her CSX/B&O number 6614), she

ON THE SARASOTA LINE in February 1988, ex-B&O Geep 6614 (now 576) rode the "pit" created by removing two tie centers from the Bowlees Creek trestle. GP10 578 and GP9 575 (top) had the Arcadia job rolling northward near Ft. Ogden in February 1989.

DOUGLAS DRESSLER





was in fine mechanical condition and had good power; the 24-RL brake system was operating smoothly. The S-40-D independent brake is good to switch with if set right, and the SGLR had it set to perfection. Both of the Sarasota-assigned units (the two ex-B&O passenger Geeps) are oriented long hood forward and equipped with the old round-type control stands, which are not the most convenient for switching, but the engineer handled her smoothly.

Though there are two units assigned to the Sarasota Division (ex-B&O passenger GP9s 6614/6617, SGLR 576/577), under normal conditions only one unit is used at a time, with the two being rotated on a 30-to-45-day schedule.

The Sarasota crew usually operates

five days a week, though they will work Saturday if necessary. When we rode in 1988 they were going to work at 9:00 a.m., though recently that has been changed to 8:00. On the Monday of my trip, they were operating as train YFON-1 (referring to Yard, Florida, Oneco, day of week). The engines are parked on the north end of the CSX interchange/team track at Oneco which borders the property of the Gator Asphalt mixing plant just off 15th street. This is two miles south of the big Tropicana plant in Bradenton (originating point for the famous CSX/RF&P/Conrail "orange juice train" to Kearny, New Jersey). The job works its way south to Venice, arriving there about noon and returning north to deliver to

the Oneco interchange about 5:00 p.m.

When the Seminole Gulf began its operation in late 1987, they were handling only about ten cars per week on the Sarasota line, but by the time of my visit in early 1988 they were already up to over 60. And business is expanding, thanks to an aggressive sales department headed by Art Finger. Many customers are returning to the fold after being alienated by CSX, which preferred the Tropicana unit trains and found the numerous small customers in the area to be a bit of a nuisance. The Seminole Gulf makes its entire living off these "small" customers and now takes very good care of them. There were 39 customers on the Sarasota line at the time of my visit, and that number has surely grown in the past year. (To be fair to CSX, they realized that a short line could better serve the local customers and initiated the program to spin off the lines to achieve that end.)

Fort Myers Division

While most of my experience with the Seminole Gulf has been with the Sarasota Division, Max Wallace of Jacksonville covered the Fort Myers line in February 1989. He describes the three jobs on the old ACL Lakeland to Naples line (route of the *West Coast Champion*) as they operate today:

"The Southern Division schedules two road jobs out of Fort Myers on Monday through Saturday. The Arcadia train departs the Seminole Gulf yards on Palm Avenue and Winkler Av-

DOUGLAS DRESSLER



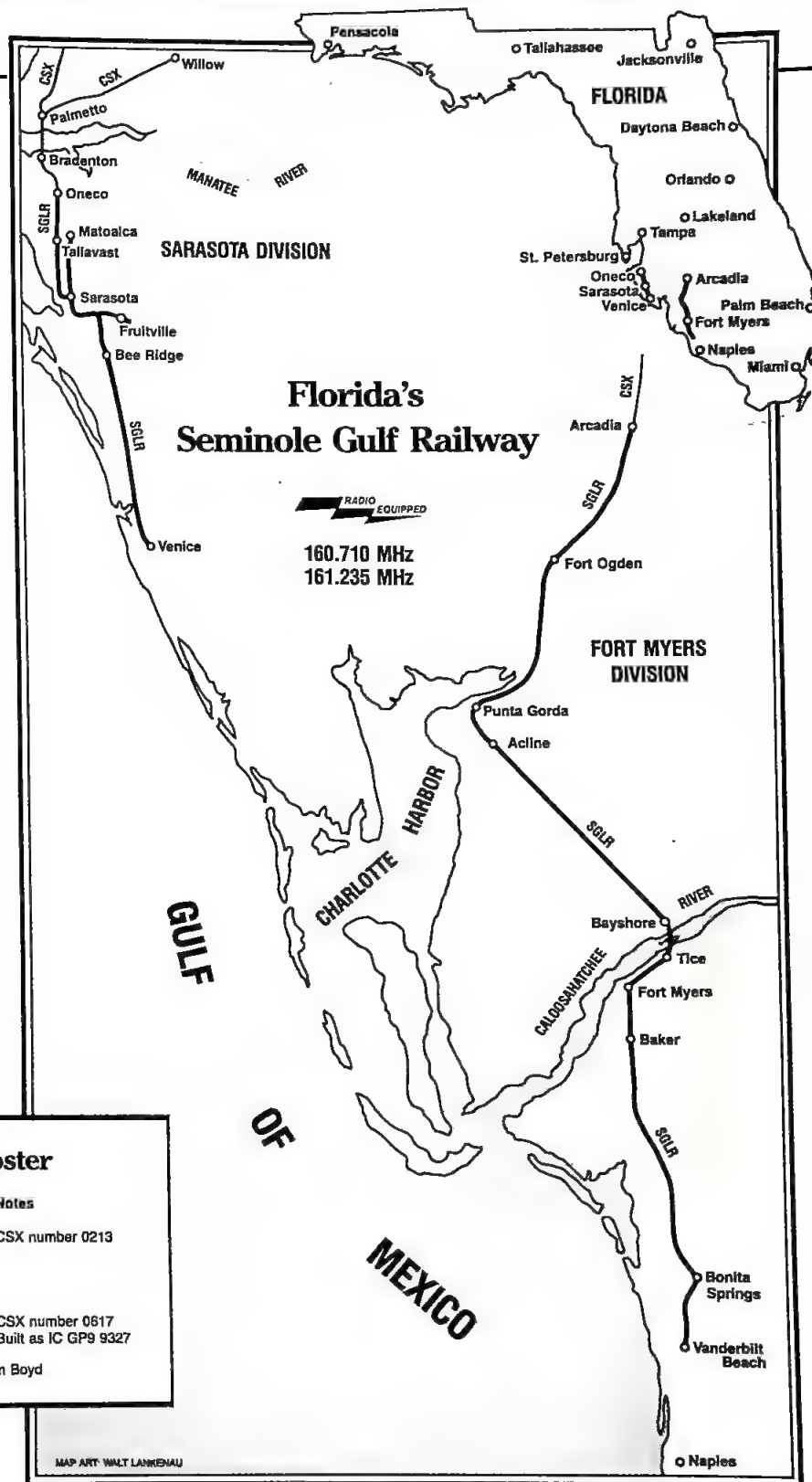
A RINGLING CIRCUS TRAIN needed both of the Sarasota Division Geeps as it was handed to the Seminole Gulf from CSX at Oneco in November 1988. At the other CSX interchange in Arcadia (below), two Geeps are the normal power up from Fort Myers.

MAX WALLACE



enue in downtown Fort Myers at 8:00 a.m., usually with two units, and runs north to the CSX interchange at Arcadia. One of the favorite railfan shots along the way is the impressive bridge over the Caloosahatchee River between Tice and Bayshore (see page 74). The train arrives in Arcadia around noon usually meets the CSX local. Cars are swapped with the CSX job, and after lining up their train, the SGLR crew works their way southward, reaching Fort Myers around 6:30 p.m. The crews are changed and any additional south cars are picked up. The train then departs for Vanderbilt Beach at 8:00 p.m., doing the local work along the way and returning around 4:00 in the morning (CSX only ran this job three times a week, going south one day and returning the next.) In addition to the two road jobs, the Seminole Gulf works a Fort Myers switcher between noon and 10:00 p.m. six days a week.

"The train's consist might include boxcars of lumber for Pine Island Lumber Company or wood chip cars for Georgia Corporation. Concrete and cement products are handled for Bay Shore Prestress and Cement Industries. Large rock and sand products are shipped from Florida Rock Industries and Decco Rock. Paper supplies reach local newspapers like the Fort Myers *News Press* and *Gulf Coast Press* in Naples. Southern grocery chains such as Publix and Winn Dixie take delivery of food stuffs, vegetables and fruit. Propane is shipped to both SGLR divisions



Seminole Gulf Diesel Roster

No.	Model	Previously	Built	B/N	Notes
571	GP9	B&O 6593	2/58	24377	
572	GP9	B&O 6213	6/57	23372	CSX number 0213
573	GP9	C&O 6042	4/56	21532	
574	GP9	C&O 6001	12/55	21185	
575	GP9	C&O 6014	3/56	21492	
576	GP9	B&O 6614	10/56	22420	
577	GP9	B&O 6617	10/56	22423	CSX number 0617
578	GP10	ICG 8327	12/57	23827	Built as IC GP9 9327

COMPILED BY: Thomas D. Dressler and Jim Boyd

in large quantities, and we shouldn't forget those companies that follow the recycling trend by packing freight cars with used newsprint or cardboard boxes.

"Recently the Florida Freezer Corporation in North Fort Myers was purchased by the partners of the Seminole Gulf. Opened in 1986, it is the only bonded public frozen warehouse and cold storage facility in southwest Flor-

ida. The railroad will use the 1.5 million cubic foot facility to market a total service package including rail haul and local truck transportation."

During fiscal year 1988, Seminole Gulf carloads reached 14,500, a increase of more than 10% over the traffic handled by CSX in 1987. Continued growth

is expected with car movements as high as 16,000 over the next few years. The Seminole Gulf is out there digging for new and return business, and the future looks bright indeed. They give service—and with a smile. Many extra moves are made just to satisfy the customers, and it is paying off.



Railfanning the Seminole Gulf

A look at the early history
of the Seminole Gulf's lines and how
to follow today's action.

by Max Wallace

As I was sitting behind the wheel of my Buick headed back towards Jacksonville, my mind was preoccupied with events of the past three days. My father-in-law and railfan partner, Leroy Carpenter, held down the shotgun seat as we exchanged thoughts on the new Seminole Gulf Railway that we had been photographing. I had enjoyed the railfanning, but I kept wondering how these Florida lines had come to be built in the first place. The miles of citrus trees and strip malls along U.S.441 North again faded into daydreams of the rail empires that must have seen the growth possibilities in this area. Where did they come from?

The Sarasota Division

Since the Seminole Gulf is split into two separate operating divisions, it is only natural that their histories be wide and varied. We begin with the northern division that runs from Bradenton through Sarasota to Venice.

Known as the "Slow & Wobbly," the Manatee & Sarasota Railway & Drainage Company provided primitive rail travel in 1885 between Bradenton and

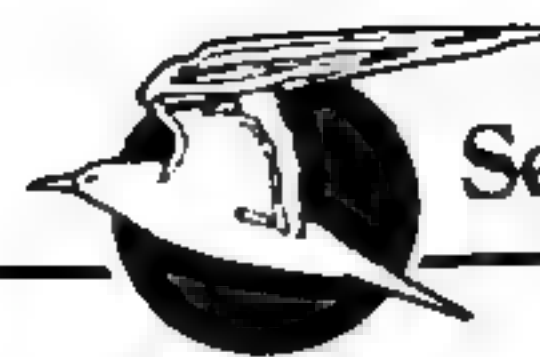
Sarasota utilizing locomotive 335 and two flatcars with mounted seats for passengers. The service was at best unreliable, derailments were frequent and schedules were nonexistent. Local interest by Plant City businessmen created a chartered rail transportation system that emerged on May 6, 1902, with the incorporation of the United States & West Indies Railroad & Steamship Company.

Although corporate intentions were solid, and a customer market of tourist traffic, fruit and commodities existed, financial troubles were experienced during the first year of construction prompting reorganization on May 6, 1903, and the Florida West Shore Railway was born. The fledgling railroad was built from Durant, just south of Plant City, to Sarasota, a total of 53.34 miles. The first train arrived in Sarasota on December 12, 1902, behind engine No.52 pulling a baggage car, a day coach and a Pullman. The train's arrival

gathered a crowd of 1000 people, the largest group of people to witness such an important event in tiny Sarasota to this time.

Local rival Seaboard Air Line was seeking additional rights to southern points of travel, and negotiations provided a guaranteed traffic contract with FWSRy based on the premise that SAL would become the sole connecting railroad. Further stipulations included a clause that required the FWSRy to construct track south to Venice. Seaboard Air Line would in turn guarantee \$712,000 worth of 5%, 30-year first mortgage gold bonds for the agreed extension. Operations for the fiscal year ending June 30, 1905, showed a log of 66,178 passenger; 9945 freight and 21,247 mixed train miles. Net earnings totaled \$37,942, and operating costs covered expenses to build south four miles to Fruitville.

The SAL acquired official ownership of the Florida West Shore Railway on November 4, 1909, by remortgaging all holdings owned by receivers of the FWSRy, thereby gaining all property, equipment, rolling stock and 66.02



miles of track from Durant to Fruitville.

Construction of the final section of today's Seminole Gulf northern division, from Fruitville to Venice, was undertaken by SAL in 1911 and opened to traffic in 1912. Passenger service on the line lasted right up to the beginning of Amtrak on May 1, 1971, with the equipment in the last decade being Seaboard's legendary motor car 4900, built by St. Louis Car Company in 1936 as the 2028 with an eight-cylinder Winton 201A diesel and later re-engined with a six-cylinder 567A.

Fort Myers Division

In 1881 the Florida Southern Railroad Company was established as a 3-foot narrow gauge to link various cities



WARREN CALLOWAY

THE ACL PUNTA GORDA station provided a fine backdrop for the morning northbound from Fort Myers to Arcadia in February 1989. That evening, Geep 573 (below) was working as the Fort Myers switcher. A famous inhabitant of the SGLR lines was Seaboard's doodlebug 2028, shown (above) at Tampa with Babyface Baldwin 2702 in 1963.



PHOTOGRAPHY MAX WALLACE, EXCEPT AS NOTED

in central Florida including the Charlotte Harbor division between Bartow and Punta Gorda. Begun in September 1885, the 220-mile line took less than a year to build and was converted to standard gauge by 1892.

The Jacksonville, Tampa & Key West Railway leased the Florida Southern and subsidiary St. Johns & Lake Eustis Railway from January 1, 1889, to March 1890. After foreclosure proceedings forced the sale of all assets, both were reorganized as the Florida Southern Railroad on March 7, 1892. It is noted that Henry B. Plant was one of

the directors of the FSRR at this period, promising greater things to come.

An order was placed with Brooks Locomotive Works in 1894 requesting four standard gauge "American type" locomotives to handle all traffic on this division. These engines were numbered 25-28 (later changed to 701-704 on the Plant System and 537-540 on the ACL). All four of the Brooks engines were cut up for scrap by 1926.

Acquisition of the Florida Southern R.R. in 1895 and western portions of the Jacksonville, Tampa & Key West in 1899 by the Plant System brought

about the close of small railroading in the history of the Seminole Gulf's Fort Myers Division. With the death of Henry Bradley Plant, the independent operation of the Plant Empire also died an untimely death. Atlantic Coast Line acquired the Plant System holdings in 1902, and the FSRR's Charlotte Harbor Division lost its flag in 1903.

Track was laid southward from Fort Myers to Naples by the Fort Myers Southern Railroad Company, a subsidiary of ACL, in 1917. Between 1916 and the early 1940s, both ACL and SAL would build almost parallel track in both the northern and southern division's of today's Seminole Gulf. The 1967 merger of the ACL and SAL into the Seaboard Coast Line permitted a selection of track that would serve the new corporation best. The survivors were the SAL from Sarasota to Venice and the ACL from Arcadia to Naples. These lines became Seminole Gulf in November 1987.

Railfanning the Seminole Gulf

Even though the railroad is located in two separate geographic areas, a railfan can cover the Seminole Gulf reasonably well in a two day period. Experienced railfans seem to have a knack for finding railroad tracks, stations and the like, but city maps are a definite plus in locating roads close to the tracks. Interstate 75 will take you to Tampa, where I-275 leads west to St. Petersburg. Take the Sunshine Skyway Bridge for a magnificent view of Tampa Bay and continue south into Bradenton. Street signs should be carefully observed so you can merge to U.S.301 South. Oneco, the north end of the Sarasota Division, is a suburb of Bradenton, and a



A TYPICAL DAY in February 1989 finds the morning job out of Fort Myers it crossing the Caloosahatchee River drawbridge (right) and heading north to interchange with the CSX local (above, with

two GP38-2s, including Operation Redblock 2697) at Arcadia. Some switching (below) readies them for the return trip, shown (bottom right) at Nocatee.



left turn at State Road 70 will get you to the tracks. The Geeps are kept at Oneco, and the weekday job goes to work about 8:00 in the morning, working its way south through Sarasota to Venice and returning in the afternoon.

U.S.301 should be used as the main highway to Sarasota. The SGLR main line crosses over 301 downtown, and a wye splits the tracks in both north and

south directions. The north track takes you back to Matoaka and the south route goes to Fruitville, where cars are dropped at sidings. Turn left on S.R.780 and travel approximately five miles for this destination. The train finishes its work and travels back to another wye, swings south and passes Bee Ridge, which is the last easily accessible viewing site before reaching Laurel, No-

komis and Venice. The only sure way to these areas is to return to U.S.301, which merges into U.S.41, and travel about 30 miles south to Laurel. You will have plenty of time to make a pit stop with the 25 m.p.h. train speed observed in this area.

Here it is time to decide whether to leave for the Fort Myers line now or hold it for tomorrow. Making this deci-



sion by the time of day is your best bet. If it's around noon, head east and go for the other train working its way down from Arcadia, but if it's later, a better bet would be to spend the afternoon following the Sarasota train back to Oneco.

An early start the next morning on I-75 South will put you in Fort Myers within an hour and a half. Take Colonial Boulevard (Exit 22) west to Palm Avenue and turn north to Winkler Avenue where the main yard is just on your right. The Seminole Gulf is headquartered at 2830 Winkler Avenue, and it is best to receive permission to take photographs before entering the property. The tracks wander north through town and take a route that follows the river northeast to Flamingo Circle.

With usually two Geeps for power, the north end job to Arcadia departs Fort Myers at 8:00 a.m. daily except Sunday. A Fort Myers city map is self-explanatory for local chasing, and the best railroad bridge crosses the Caloosahatchee River between Tice and Bayshore. There are nice photo angles of both the morning northbound and the afternoon returning jobs.

Once you have taken the bridge shot, return to Fort Myers and travel north on I-75 to Punta Gorda. The train can be photographed along I-75, but make sure you exit at S.R.17 to arrive at the vintage Spanish style railroad station in Punta Gorda. It is located three blocks south and one block east of S.R.17 and U.S.41 on Taylor and Cornelia Streets. Should you elect to place the

station in the background, the train passes on a wide sweeping curve to the east for a great going-away shot.

Returning to S.R.17, travel east toward Fort Ogden. The train is restricted to 25 m.p.h. on this stretch of main line, so you will reach the town long before the train does. Fort Ogden is a typical Florida parish with the tracks splitting the numerous wood frame structures over a three block span. Pacing shots can be taken for the next five miles before arriving in Nocatee, which includes two good crossing locations. With the remainder of your trip to Arcadia at hand, driving straight through is the plan.

Arcadia is the interchange point for the Seminole Gulf and CSX. By keeping a careful eye on the track location, you

will reach the yard and wye ten blocks north of S.R.17 with no difficulty. Switching action should be provided by respective power from both railroads for two hours as the SGLR and CSX trains swap cars. After time for lunch, you can retrace the route back to Fort Myers for more photo opportunities.

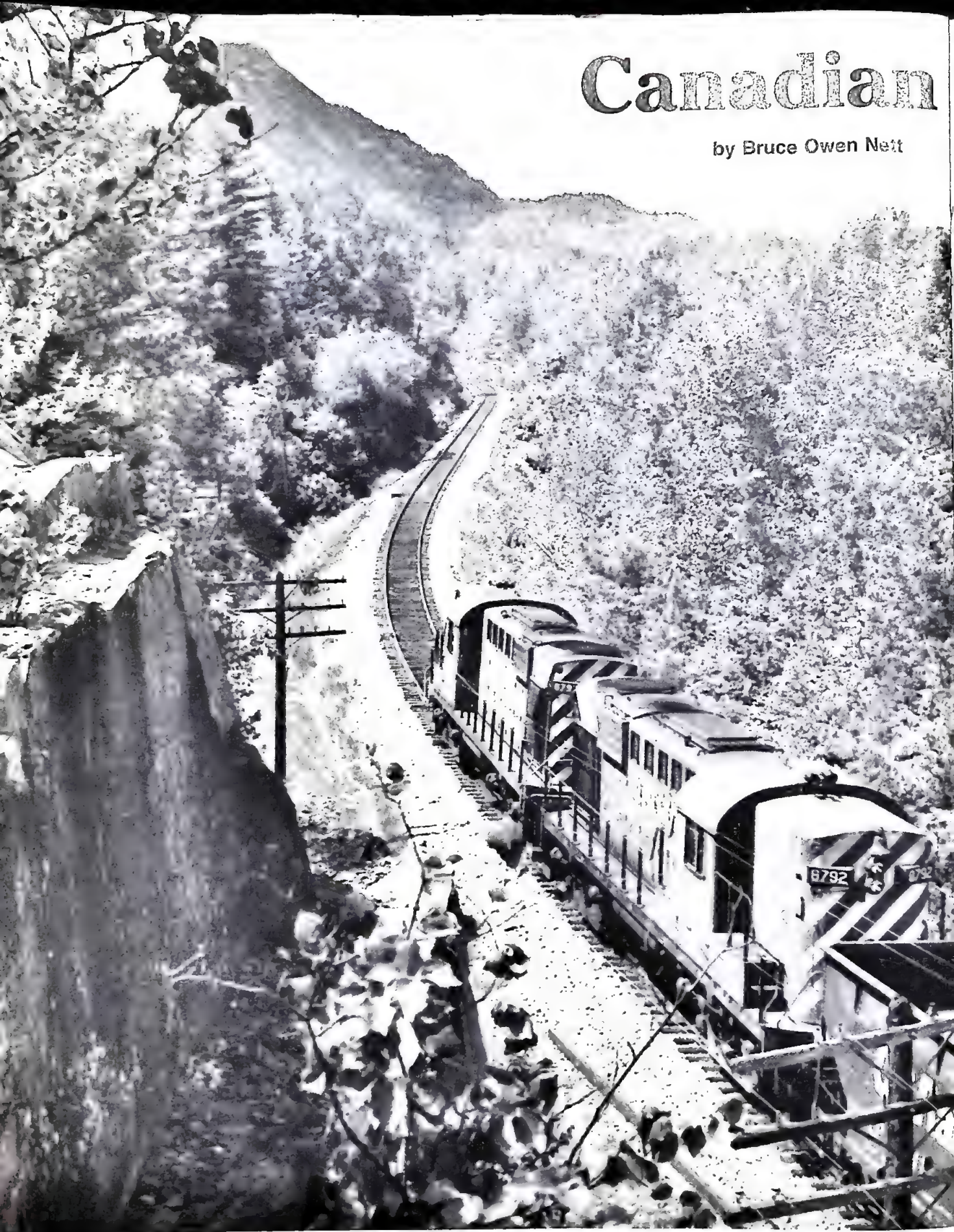
The last train of the day leaves for Vanderbilt Beach at 8:00 in the evening, which precludes any action photos unless your equipment resembles O. Winston Link's. Somewhere in the day, you might carve out some time to catch the Fort Myers switcher, which works from noon to 10:00 p.m.

The Seminole Gulf is a modern and colorful short line. Traveling the distance will guarantee you several delightful days of railfanning. ☺



Canadian

by Bruce Owen Nett



BRUCE OWEN NETT

International of Maine Division

Pacific's Maine Line

The story of CPR's International of Maine Division: Part Two.

Over the years there has been some confusion about the Canadian Pacific boxcars clearly marked "International of Maine Division" (there is still one sitting at Brownville Junction). Actually the International of Maine Division was not a true operating division but rather a method of complying with U.S. and Canadian customs requirements. Although it doesn't do so now, in its time CPR picked up freight (mostly wood products) from many places in Maine, and anything being loaded in Maine for a Canadian destination had to be in a car belonging to an American carrier. They could have been (as in most cases today) cars from the Bangor & Aroostook or other U.S. roads, but back when such traffic was heavy, to keep the business in the family CPR created a pool of about 500 cars that were "sold" to its American "International Railway of Maine." Upon entering Canada these were considered to be "foreign cars" and had to be sent back empty or loaded to any point in the U.S.

Passenger service

Until the coming of VIA Rail Canada in 1978, passenger service had always been a top priority with Canadian Pacific. They had justifiably gained a world wide reputation for passenger services through their hotel, steamship, airline and rail operations. Sadly, this once immense program is now limited to the still top-of-line hotels. CP still operates many long-haul passenger trains for VIA, however, as is the case on the Saint John Division in Maine.

As far as can be determined, CPR carried passengers from day one of its Short Line operation—and even before the line was completed in the form of a mixed train between Megantic and Greenville in late 1888. Once the whole line between Montreal and Saint John was opened, daily passenger service was initiated. By the First World War, it had increased to two daily round trips. This schedule lasted until the early 1950s when it was cut back to a single round trip. The veterans of Montreal/Saint John service, CPR's trains 41 and 42, the *Atlantic Limited*, are in place to-

day as VIA's 11 and 12 which operate on an almost identical schedule. Today, however, the trains operate between Montreal and Halifax, with the portion east of Saint John on Canadian National.

The "Scoot"

Most railroads have had trains that made a name for themselves: the *Phoebe Snow*, the *Broadway Limited* or even the *Newfie Bullet*. The CPR in Maine had the "Scoot." This was a very

and Megantic ... pick up a few cars here, drop some off there. Additionally it carried passengers, but the stops weren't always made at existing stations with platforms, operators or agents. A stop could just as easily have been made alongside a babbling brook or at a woodland path. For this was the prime method of transportation for sportsmen into the deep woods. It wasn't too often when the baggage car or combine wouldn't have its share of canoes or pack baskets aboard. During



BRUCE OWEN NETT

special train. The timecard listed the Scoot as mixed trains 117 and 118, scheduled to make a daily except Sunday round trip between Brownville Junction and Megantic. But it was more than just freight cars and a coach meandering through the beautiful and rugged countryside. It was a way of life for many people and, in fact, a necessity of life for others.

Being a mixed train, the Scoot performed most of the local work on the 117 miles between Brownville Junction

and the hunting season a trophy deer might also show up there.

There were numerous camps all along the route: some quite elegant log cabins and others of the pitched tent variety. All of these accommodations required supplies to keep body and soul intact,

TWO MLW RS18s have a westbound ballast train work extra in tow approaching Onawa, Maine, in July 1988. A nightly occurrence on the CPR in Maine is the meeting of the two VIA Rail Atlantics (above), now with F40PHs, at Kilton Siding just east of Greenville.





JIM SHAUGHNESSY

and all such supplies had to be brought in by train. Until just a few years ago, there simply wasn't any other way to get to many of these camps. Even today one must be quite a hiker to get to some of them.

For many vacation-bound families a prime destination was (and still is) Onawa, the geographic center of Maine. It's a great vacation midway ... no fast food outlets ... no neon signs ... no motels. Just privately-owned camps. Until its demise in 1962, the Scoot was the only transportation into Onawa. Yet, it was a busy place and well worth the inconvenience to get to. But everything that could possibly be needed by residents and guests alike had to be brought in on the Scoot. One hears great tales from retired crew members



GEORGE MELVIN

JIM BOYD



NIGHT PASSENGER TRAINS have a long tradition at Brownville Junction. On April 8, 1955, CPR G3g 4-6-2 2384 (top) was preparing to head west, while CPR FPA2 4097 (center) was eastbound on February 27, 1965. VIA FPA4 6786 (above) was westbound in 1981.

about things hauled in at the opening of the camping season. The baggage car was filled with everything from food and blankets to kerosene and postage stamps. There also might have been bundles of 2x4s for a new swing at the camp or a favorite chair for Grandma.

People could find themselves in jeopardy without the Scoot, for it was also the only way out in case of medical need. Its value was never more apparent than during a two-week period in 1950 and for a nine-day stretch in 1957 when the entire CPR was shut down tight by system-wide strikes. During the strikes the Scoot was run strictly for the benefit of those remote residents. During both strikes the train



HOMER R. HILL

could not run into Canada and just made round trips from Brownville to Holeb, 15 miles short of the border.

It's not too easy to determine just when the Scoot first began its journeys through the Maine woods. Canadian Pacific's retired historian, Omer Lavalée has indicated that the CPR collection of old timetables show a mixed train along the same route as far back as 1889. Subsequent timetables all show similar service using various train numbers. During the last year or two of its life the Scoot was hauled by diesel power. Sadly, the service was terminated in 1962. Dieselization had cut down on the number of "railroad" people needed to work in the wilderness, and dirt highways, logging roads and four-wheel-drive vehicles have kept the campers and sportsmen in touch with the outside world.

Lavalée and the Scoot

Omer Lavalée has a warm spot in his heart for the Scoot, as he worked on the train for many years as a staff member on the pay car. That car itself is quite a story.

For the first ten or so years after the line opened, the CPR employees in Maine were paid once a month in cash. Checks were then used until 1914. At the time there was a law in Maine requiring that workers in certain occupations must be paid every week. Among this group were employees of "horse-drawn" railroads—of which there were none in Maine. The CP used locomotives and not horses for its power, so the law did not apply. But in 1913 the law was changed to include employees of all railroads.

This new ruling immediately pre-

sented problems to CPR. Under the previous law employees' time cards were sent to Montreal where they were entered on the books and the checks were issued. With monthly payment this was no problem for CPR's financial department, but it was just not possible with the need to pay every week. The pay car was put in place in 1914 and lasted until July 6, 1960.

Once each week, the car was put on the end of the eastbound Scoot out of Megantic with the train stopping every time a CPR employee appeared. If a track gang was working in the woods, the train stopped and the section gang trooped aboard. If there was a meet with a westbound freight, then both trains stopped. As soon as the head end crews were paid, the train got under way only to stop again to pay the rear end crew. All payments were made in cash.

Lavalée began working in the pay car in 1945 as a pay clerk and later was promoted to paymaster. He has many stories to tell of his pay car experiences.

"Sometimes we were able to keep things moving pretty well with minimum delay, especially when the approaching train was a doubleheader. We always tried to find out who the engine crews were so that we could be ready for them, but this was in the days before radio, so it wasn't always possible. Anyway, many times the freight would slow to a crawl, maybe about five miles an hour. The crew of the lead engine would run right over to us for their pay. As one of the payclerks would pay them, I'd quickly ask who the crew was in the second engine. All this time the train was under the control of the second engineer. Once the first crew got

OMER LAVALLÉE worked pay car 52 on the Scoot between Brownville Junction and Megantic; he is shown in the car (below) on the road in 1955. In July 1959 Homer Hill photographed the Scoot at Brownville Junction (above) with Schenectady-built G2s 4-6-2 2596. Note the crowd gathered at the pay car.



BILL KILLINGSWORTH / OMER LAVALLÉE COLLECTION





THE SCOOT had an impressive consist in 1951 when it posed for this portrait on the Onawa trestle. One of CPR's three U.S.-built E8s, 1802, was heading *Atlantic* No.42 into the morning sun at Vanceboro (below) on April 29, 1972. Note the MEC RS3 and Geep.

their money, they would rush back to their engine to resume control, and we'd be ready for the second crew. They might have a little run to catch their engine. In the meantime we'd find out who was on the rear end and would proceed in the same way. It got to a point where we'd do the whole job without the passing freight coming to a complete stop.

"We, of course, paid the men in U.S. currency. Many times we had silver dollars aboard, mostly uncirculated, for some of our men liked those coins. Once in a while, when we got to know the crews pretty well, we used to put their pay in envelopes and in a small bag with some of their pay being in the heavy silver coins. This weight was usu-

ally enough for us to be able to toss their pay to the second engine or to the rear end crew without the train having to stop."

Diesels arrive

Having battled its mountain profile with Mikes and Pacifics on "the busiest single-track main line in North America" during the Second World War, the Canadian Pacific remained quite content with steam power on its Maine line throughout the 1950s as the traffic levels dropped back to "normal." This meant the overnight *Atlantic Limited* and the Scoot mixed plus three to five freights over the line in each direction a day.

Diesels began to arrive in mid-1959,

and the elimination of steam was completed about a year later. Though the CPR was buying mostly GP9s and RS18s at that time, the new power generally went elsewhere, and the Maine line saw mostly Montreal/Alco FA/FB cab units, RS3s, RS18s and an occasional F7 B-unit. The only really new power in the region was the small fleet of RS23 heavy duty switchers that took over the branch lines in New Brunswick. During the 1959-'60 transition period, the type of power used on any given train could be either steam or diesel, and on some days the crews simply didn't know what kind of engines to expect.

Unlike CPR's Wells River line in Vermont, which required a number of U.S.-built locomotives (and resulted in very early dieselization in 1949 with three Alco S2 switchers, five RS2s, eight FA1s, four FB1s and three EMD E8s), the Maine line could use Canadian-built units for most of its work and generally drew from the pool working east of Montreal. In the 1970s, however, one of the Vermont S2 switchers would often be assigned to Brownville Junction, and the *Atlantic Limited* became home for the three E8s (1800-1802).

As container traffic replaced conventional ocean cargo handling and ship transit time became more critical, the port of Saint John lost much of its business to Halifax, not because of CPR's service but because of the extra day of sailing it takes the ships to reach Saint John. By the 1980s, the International of Maine was down to only one or two nocturnal trains over the road each 24 hours. The local business within Maine had dropped off as well, and the six-motor MLWs and RS18s on freight and FPA4s on the *Atlantic* tended to move under the cover of darkness—much to the frustration of visiting railfans.

Since the creation of the Canadian Atlantic Railway business group within the CPR corporate structure in late 1988, a locally-generated sales effort





THREE PHOTOS GEORGE MELVIN

has begun to produce results in the form of increased traffic. For the first time in a decade there is now predictable daytime traffic over the entire route across Maine. (See the May 1988 **MARKERS** and next month's issue for details on the CAR schedule.)

Crossing the border

The CPR line across Maine is the only Canadian railroad that enters a foreign country, passes through and re-enters Canada. To the casual viewer, there seems to be little or no problem in such an operation, as trains roll, tracks get maintained and the paperwork flows quickly. What makes things go

smoothly is knowing the rules and regulations and how to abide by them.

Locomotives are the most obvious example. All trains operating through Maine are owned by CP Rail, but how they are utilized is something that the dispatchers have to watch carefully. Units can enter the United States and continue directly through on the same train or they can stop and return in either direction on a different train as long as they are sent directly back to Canada. They cannot be used for a local or switching job that originates and terminates in the States. (This is why the Wells River line in Vermont needs U.S.-certified locomotives, as it works local

and switching jobs out of Newport, and the road hauls south of there operate strictly within the U.S. "Regular" CPR power brings the trains into Newport from Montreal, but it must return to Canada.) Any CPR power (or cabooses) operating in the U.S. must have FRA-approved bullet-proof glass, however.

The general policy on the Maine line is for a brace of locomotives to be assigned to a train leaving either St. Luc Yard in Montreal or Saint John and work to Brownville Junction. There it will either continue on with the same train to its Canadian destination or be broken up and assigned to other trains. Either way, however, out of Brownville



ALCO-BUILT FA1 4001 is headed west toward Brownville Junction with MLW-built 4026 (top) in an undated photo. On May 24, 1970, RS10s 8585 and 8572 had an RS3 and FB (left) on freight 981 meeting FP7A 4070 and RS18 8795 on freight 952 at Brownville.





GEORGE MELVIN

the units must proceed directly back to Canada, though they can pick up and set out cars along the way. They cannot be kept for local switching unless a temporary importation bond is obtained.

A case in point is the chipwood operation that worked out of Greenville in 1988. This was chipwood loaded at Greenville to be delivered to the Bangor & Aroostook at Brownville Junction. Since this was revenue traffic within the U.S., it required a locomotive on which U.S. duty had been paid. Initially, a CPR "U.S." locomotive was brought in from Newport, Vermont, for each trip, but since it was only a twice-a-

MAINE CENTRAL GP7 564 and RS3 556 were arriving at Mattawamkeag with VB-2 to Bangor on April 29, 1972. Four M636s (right) were just west of Mattawamkeag in September 1988. On April 10, 1955, BAR F3 43 (below) was interchanging at Brownville West.

week train, this was a costly and inconvenient operation for CP Rail. The problem was resolved when arrangements were made to use a BAR locomotive on the service (which ended in early 1989, incidentally).

This customs situation can result in some interesting sights. Take, for instance, four or five big units scurrying east out of Brownville with only a van (caboose) in tow and returning an hour or so later with about a dozen freight

cars. An extravagant use of power? No, just a convenient way to abide by the customs duty requirements.

Guilford (Maine Central/Springfield Terminal) will often deliver cars to the CPR at Mattawamkeag, Maine, on Sunday evening. Since until recently the CPR didn't always run a westbound out of Saint John on Sunday nights, they needed to pick up the cars on Monday morning with a "Keag Turn" out of Brownville. Once on the road the units

JIM SHAUGHNESSY



had to run "directly" to Canada, but they could pick up and set out along the way—and even reverse direction. So this "westbound" freight started out by heading east, picking up the cars at Mattawamkeag, turning back west and picking up additional cars at Brownville before continuing on westward to Canada. While units could have been added at Brownville, it was simpler and quicker to run the full road set to Mattawamkeag. Under Canadian Atlantic, this Keag Turn has been incorporated into a second daily Montreal-Saint John round trip and no longer operates as described.

There are exceptions to these rules for non-revenue or emergency circumstances such as snowplows, accommodations or inspection trains. Although cabooses are no longer required, they are still used on all CPR freights operating in Maine except for the former Greenville-Brownville chip train. Additionally, all such vans or rear passenger cars must carry FRA-approved markers.

Rules for employees are rather similar to those for equipment. Canadian and U.S. employees can cross the border, but they cannot work in the other country. They don't need to stop right at the border, however. Brownville Junction crews work about 17 miles into Megantic westbound and five miles into McAdam eastbound. Currently, no Canadian-based freight crews operate into the U.S. on the main line, though occasionally a Canadian crew will work the branch from Aroostook Junction, New Brunswick, to Fort Fairfield, Maine. The one exception to this is the case of Saint John passenger conductors Robert Dunphy and Donald Sambley and their crews which work into Brownville Junction and back during the winter months, while Brownville conductors Neil Arbo and Don Seavey work into Saint John from May through October.

Maintenance of Way crews have similar restrictions in that they cannot work in the neighboring country except in cases of emergency. A crew from Maine can take their pickup truck into Canada to drop off or get material, but they cannot perform any work while there.

Customs customs

One of the problems facing the railroad at times is a lack of uniformity by customs inspection officials in interpreting the rules. All border crossing requirements are set down in the same country-wide rules set forth by the government. But how those rules are interpreted by local inspection officials can be a problem. What happens at one entry point may be enforced in a totally different manner at another point—and

massive fines can be levied against the railroad if one inspector reads the rules differently than the others.

This can result in some interesting encounters. One night a non-revenue work train entered Canada from Maine. It had to be inspected by Canadian customs officials, and since it was a non-scheduled train in the middle of the night, it was necessary to call in a duty inspector from her home many miles away. Evidently, she was a relatively new inspector who insisted on going by the letter of the law in demanding immediate payment of \$60 "in cash or an acceptable credit card" instead of billing as was normally done. In order to get the inspection completed, the crew

members had to pull out their wallets, pool their money and pay the fee.

The Canadian Atlantic

Next month we will conclude our coverage of CP's Maine line with the story of its new life as the Canadian Atlantic Railway.



BRUCE OWEN NETT



PHOTOGRAPHY: GREG NAZAROW EXCEPT AS NOTED

It's a "Krok!"

Tracking down the last of Switzerland's legendary "Crocodile" electric locomotives.

by Greg Nazarow

On the steep, twisting meter gauge track of Switzerland's famous Rhätische Bahn (say "RETISH-eh baan"), or Rhaetian Railway, the electric traction fan can still find examples of Europe's oldest surviving electric locomotives which are still in main line service: the "small Crocodiles." Built in four batches, between 1921 and 1929, the original fleet of 15 units has been whittled by toil and more modern technology over the years to five remaining machines, nos. 411-415, all of which are from the 1925 and '29 batches (see roster). The five hold down local freights and mixed over parts of the RhB system on weekdays. RhB management has enough faith in them to allow them to operate on a published schedule; it's possible to ride behind a "Krok" (from the German spelling "Krokodil")

merely for the price of a regular ticket. The Kroks are also popular power for excursion and wedding trains, which are common on summer weekends.

The term "Crocodile" is actually a railfan nickname. The RhB simply refers to the machines as "C-Cs" (or formally, Class Ge 6/6 I), although all RhB employees know immediately what one is referring to when he says "Krokodil." And the term is apt. Twin headlights like automobile headlights are the "eyes," the double-ended body has a low hood at each end which would be the snout or the tail, and the "all wheels" look with siderods flailing around driven by two main crankpins per side which swing a radius of at least a foot, give the unit the distinctive illusion of "crawling" along like its namesake reptile.

"Krokodil" also applies to other similar-looking machines built by Brown, Boveri & Co. teamed with Schweizerische Lokomotivfabrik Winterthur (SLM) during roughly the same period. Most of them were constructed for standard gauge lines of the Swiss Federal Railways (SBB), with the RhB small Crocodiles being fundamentally a downsized version of the standard gauge article yet having bogies (trucks) equipped with a beveled shaft drive developed by Lokomotivfabrik Winterthur and wide enough to utilize the same motors. Like the narrow gauge Mikados of the Rio Grande, the small Crocodiles have outside frames.

The original standard gauge (and inside frame) Kroks were the legendary Class Be 6/8 1-C-C-1s of SBB's Gotthard line, one of which is on display at

the Swiss Transport Museum in Luzern. Thirty-three units were delivered between 1920 and 1922. Of those, 13 were refitted with more powerful motors in 1942-'47 and reclassified Be 6/8 II. The RhB Kroks also shared design similarities with a subsequent order of standard gauge units for SBB, the Class De 6/6 locomotives built between 1924 and 1926 for the national company's Seetal line. None of the standard gauge Kroks remain in regular service.

The double sets of siderods provide almost as much visible rod action as an articulated steam locomotive minus valve gear, and the Kroks sound distinctive as well (which seems strange to observe about an electric). Due to their woefully massive and inefficient running gear, they emit a unique grinding/whirring/reciprocating sound that is not likely to be confused with any other locomotive. The Kroks are downright noisy, and partly for this reason, many engineers (er, drivers) are not particularly fond of them. Other reasons for drivers to love 'em or hate 'em include

the chain-sprocketed manual controller (except on the 412, which has been refitted with an automatic controller) and the fact that the driver must stand in the crowded cab. The manual controller means a fair bit of physical work, and not being able to sit compounds the fatigue. On the other hand, RhB runs are short by North American standards, and it's hard to fall asleep standing up.

The 11,000-volt, 65,960 kg. (145,400 lbs.) Kroks were partly paid for with retired steam locomotives as the RhB was electrified. They draw 792 kW at 30 km.h. (about 19 m.p.h.) and have a maximum speed of 55 km.h. (about 34 m.p.h.). Originally, each unit was seasonally fitted with a large wedge plow for fighting deep winter snow. The plow would be placed on alternate ends each year to balance out the added wear on the running gear due to the plow's weight (a whopping 500 kg—1100 lbs!), and the locomotive would be turned at the end of a run. Around 1940, the RhB went to a smaller, lighter plow design for both ends.

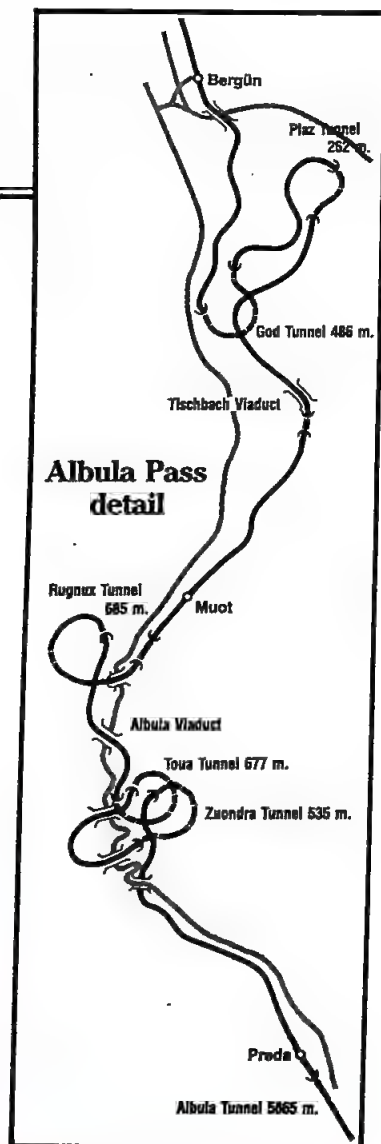
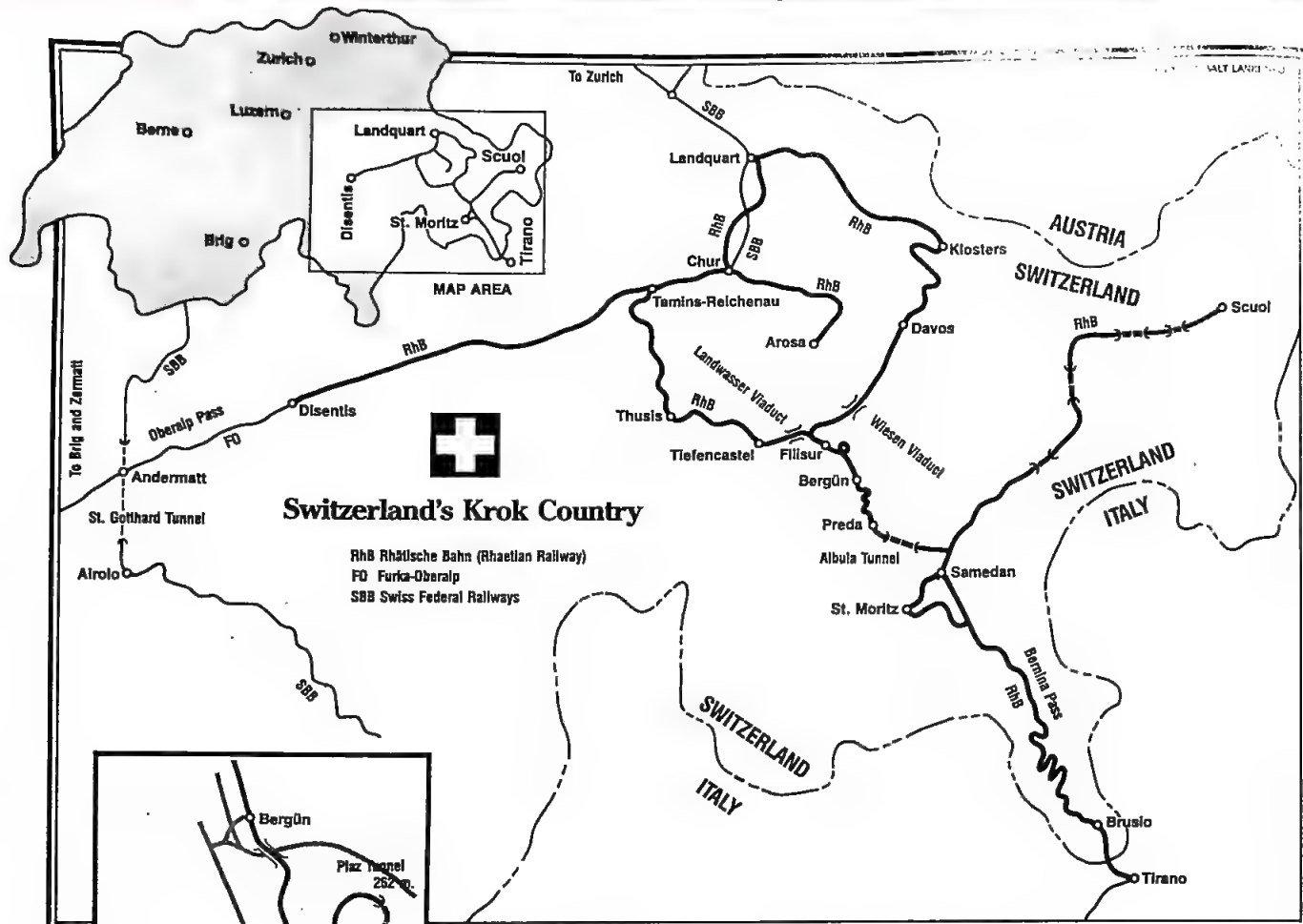
Frame stress-cracking doomed the first ten Kroks, and by 1983 the RhB was down to the last five, which utilized a stronger frame design. Through the years, Krok parts have been exchanged among units so many times that each remaining Krok is comprised of parts from the other four. Each unit, for example, has two motors (one for each truck) which are routinely changed out in a rebuilding. The railway continues to spend money on the Kroks, and in 1987 completed an overhaul of 414 to bring it fully up to modern safety standards, was working on 413 in mid-1988 and has plans to work on the other three. Nevertheless, it's a novelty to see motive power in regular service that is literally museum material—indeed, the 402 is enjoying its retirement on permanent display at the Swiss Transport Museum in Luzern.

Photographing the Crocodiles

I doubt there's a railroad anywhere that makes it easier to photograph its rare power than the Rhätische Bahn. The Kroks hold down freight and mixed train schedules on two different parts of the system: St. Moritz to Chur (say "Coor" like the beer without the "s")

AT THE SAMEDAN station on July 17, 1988, RhB "Krokodil" 415 (left) heads a mixed train from St. Moritz to Thusis. On June 2, 1988, Krok 411 (below) has arrived at Thusis with a freight consist from Chur and will continue to St. Moritz as a mixed.





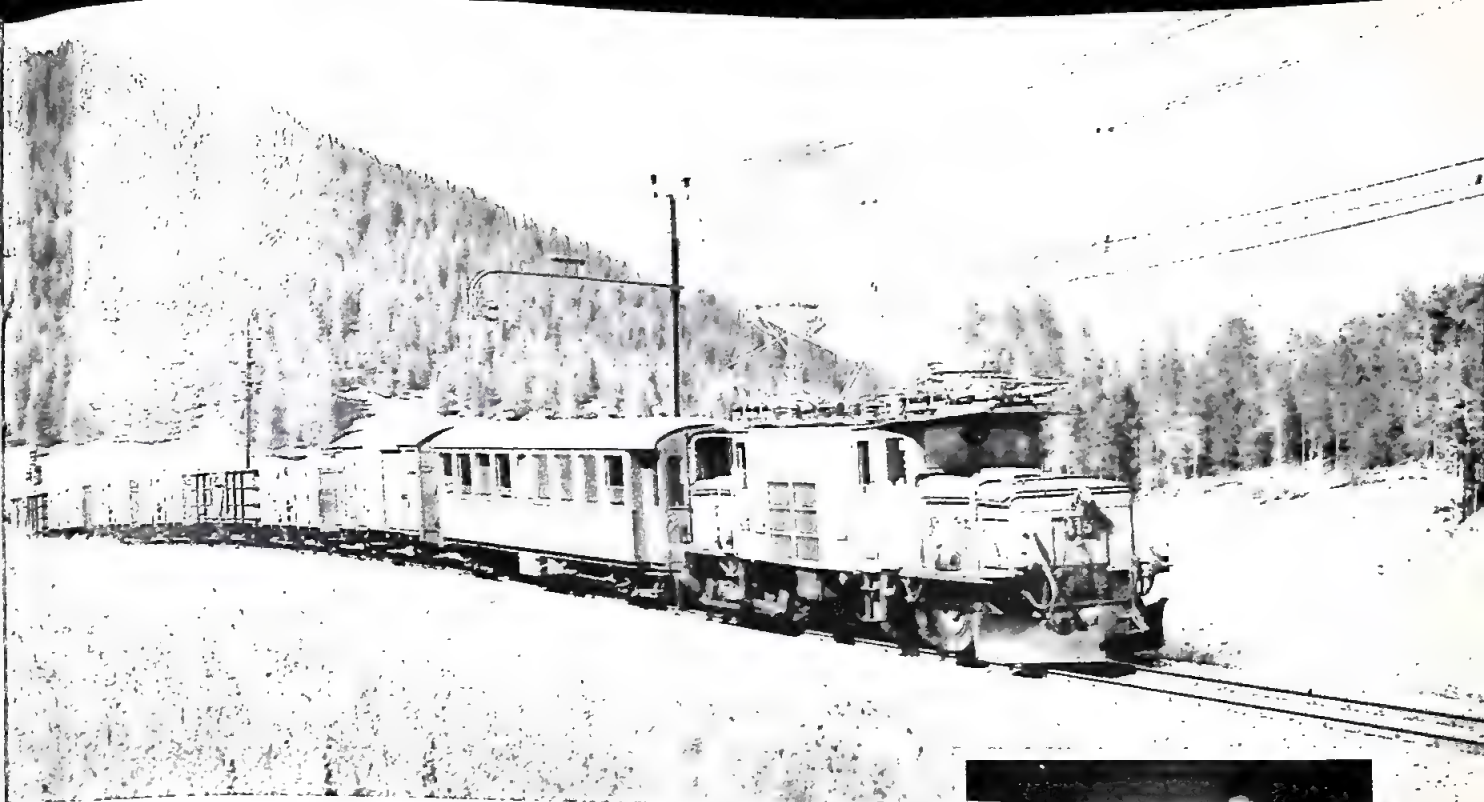
and Davos to Landquart (not a French name, so pronounce everything). Parts of each run are operated as a mixed (St. Moritz to Thusis and Landquart to Kublis or Davos). The schedules are published in the national Kursbuch (the compilation of all Swiss railway, bus and lake ferry schedules) and are also available at RhB stations. All Krok runs are in daylight and cover breathtaking scenery.

Good starting points are Landquart, Davos or Samedan, all of which have engine terminals which house a Krok nightly. In the summer of 1988 a one-page blurb on green paper was available at many RhB stations which depicted a Krok and listed the Fahrplan (schedule). It's all in German, but the word "Krokodil" is obvious enough, and anyone who can read an ordinary train schedule can read the Swiss railway schedules with little difficulty, German notwithstanding. When I visited, a Krok started from Samedan each morning at 9:12 for Chur after making a leisurely Samedan-St. Moritz turn and met its southbound counterpart at Thusis (also a Krok). So for two Kroks in the same place at once, Thusis was a good place to be between noon and 1:30 or so. Over on the Davos line (the original RhB route to the Engadine Valley), a Krok

left Kublis northbound at 2:11 p.m., and another was southbound out of Landquart at 2:45 for a meet at Jenaz about 3:15. As these trains are all mixed, the timetable allows plenty of time at stations for switching as needed. Incidentally, avoid walking on and over tracks in station areas. RhB stationmasters won't tolerate it and will go out of their way to shoo you off. Never mind. There are plenty of safe vantage points, and as long as you're on a platform or safely off the roadbed shoulder you should encounter no problem.

There are two main reasons why "train chasing" by car in Europe is far less common compared with the modus operandi of North American photographers. The first is that operating a car in Europe is outrageously expensive by U.S. and Canadian standards. North Americans who want to rent a car in Europe should be prepared to pay roughly double the U.S. rates and will pay two-and-a-half times the U.S. price for gasoline (in the summer of '88, Swiss gas prices were about a franc per liter, or roughly \$2.52/gallon at the exchange rate then prevailing). With such good public transportation and low fares, why drive?

Which brings us to the second reason:

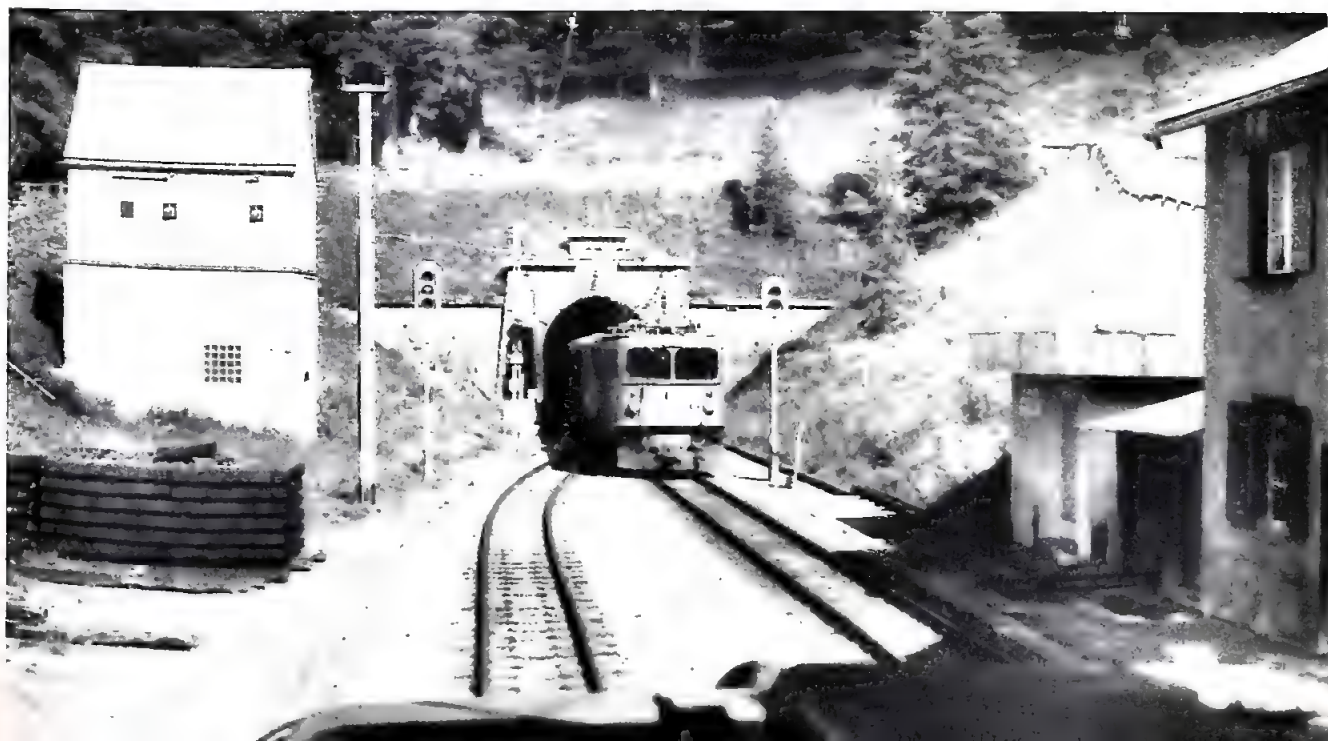


MIXED TRAIN 4067 from Landquart is nearing the end of its run at Davos with Krok 415 on July 19, 1988. Driver Gion Caprez (right) demonstrates the close quarters of 415's cab; the "steering wheel" is a chain-sprocket manual controller. Swiss engineers drive on the right side. The mixed from St. Moritz with the 415 meets a passenger train (below) exiting Albula Tunnel.



the typical European railfan's idea of railway photography is riding the trains and taking one's pictures from station platforms and terminals. You can chase the Kroks by overtaking them using express trains (Schnellzugs), but obviously you'll get fewer shots than with a car chase. If you're

energetic enough to be hoofing up and down hillsides taking pictures, you'll be energetic enough to carry your bags from the railroad station to a hotel—you can almost always find something close to the station in the larger towns. Reservations really aren't necessary for just one or two people except perhaps in





INSIDE THE SHOP at Samedan, on May 22, 1988, Krok 412 shows its innards with the motor access hatches open; RhB's main shop is 80 miles away at Landquart. Krok 414 paused at the flagstop station (bottom) at Surava, between Filisur and Tiefencastel, on June 2, 1988. Even in Switzerland, such live-in agencies are rapidly being closed.

resort areas in midsummer and midwinter, but buy the Swiss Hotel Guide for two francs (at any travel agency there) so you can select a place and call ahead if you wish.

If you really want to drive, you can obtain an "International Driver's License" from the AAA at home for \$5 plus a passport-type mug shot. It isn't necessary to be an AAA member. The AAA service interprets your American driver's license in what seems like five thousand different languages for the benefit of foreign authorities who may not speak or read English. (It probably won't help much in Libya or Lebanon, however.) A U.S. driver's license with the International License is valid in Switzerland. You'll also find Hertz well represented, with Avis, Budget and some others also having a presence.

The RhB experiences two peak seasons: winter and summer. In between, after the ski season and after the height

of the summer, there are fewer trains (like the Durango & Silverton, the RhB adds to its schedule in stages and takes trains off in stages). The peak summer schedule begins about June 18, though anytime beginning the last weekend in May will find many trains running.

Mountain narrow gauge

The meter gauge (about three inches wider than three-foot gauge) RhB is a spectacular system in southeast Switzerland that features steep grades, sharp curves, almost countless stone viaducts, tunnels and spectacular vistas. The RhB is also the operator of the *Bernina Express* to Tirano, Italy, and teams up with the Furka Oberalp and Brig-Visp-Zermatt to operate one of the best-known trains in all of Europe: the *Glacier Express*, between St. Moritz and Zermatt. As are all Swiss railway lines except one, the RhB is completely electrified. Service is frequent.

The most spectacular district covered by the Kroks is unquestionably that between St. Moritz and Tiefencastel. This section features the spirals between Preda and Bergün the Albula Tunnel and famous Landwasser Viaduct, which is 425 feet long and towers 210 feet above the Landwasser River. The viaduct is a 25 minute hike (downhill, thankfully!) from the station at Filisur. You can get good pictures from above and below the structure, but it's strictly an afternoon shot.

The original main line via Davos is somewhat less spectacular, perhaps, but traverses some lush Swiss countryside, and there are the loops above Klosters for added excitement. It is well worth exploring both lines, as the scenery is different and the stations on the Davos line exhibit earlier architecture—more the classic "Swiss chalet" wooden construction, whereas the stations on the main line are more modern.

Also worth a stop, though not on a regular Krok route, is the Wiesen Viaduct, the largest on the RhB and a spectacular arch that rivals the Lackawanna's Tunkhannock Viaduct for overall



Effective March 1989

Rhätische Bahn "Krokodil" electrics

Road No.	Completed	Notes
401	June 30, 1921	Retired
402	July 11, 1921	To Swiss Transportation Museum, Luzern
403	July 19, 1921	Retired
404	July 30, 1921	Retired
405	Aug. 19, 1921	Retired
406	Sept. 16, 1921	Retired
407	July 20, 1922	Most recent retiree
408	Aug. 12, 1922	Retired
409	Aug. 29, 1922	Retired
410	Oct. 24, 1922	Retired
411	Oct. 26, 1925	Rebuilt by BBC 3/10/32 after wreck; in service
412	Nov. 27, 1925	In service, has automatic controller
413	June 17, 1929	In service, modernized by RhB 1988
414	June 25, 1929	In service, modernized by RhB 1987
415	July 2, 1929	In service

All built by Brown Boveri & Co. and SLM-Winterthur.
Roster data: RhB company records and Gion R. Caprez.

impression if not for size. And to get to your photo vantage point, you'll walk over it! Don't look down. The locators on the original line made "many mistakes," according to one RhB engineer, to the delight of railfans and to the chagrin of the carrier.

Travel tips

Travelers from English-speaking countries are constantly told by travel agents that English is widely understood in Switzerland. But that's misleading for Krok chasers. The Rhaetian Railway operates through rural areas where English is seldom spoken, and the odds are high that you'll have to deal with a station agent or trainman who doesn't speak English. Therefore, making an effort to learn a little German before you go (if you aren't already familiar with the language) will pay off in spades by saving you from many small frustrations. Make sure you learn some basic railway terms like train (*zug*), track (*gleis*), ticket (in Switzerland, "*billet*"), numbers, time of day, etc. But the Brits love Switzerland, too, and your chances of encountering an en-

THE RhB KROKODILS operate through some magnificent scenery, such as the famous Landwasser Viaduct (right), where Krok 411 had Mixed 4547 from Thusis bound for St. Moritz on June 2, 1988. The next day, the 411 had Mixed 4532 northbound on the "middle level" of the loops dropping down into Bergün "like the D&RGW off Soldier Summit."



TWO KODACHROMES, GREG NAZAROW



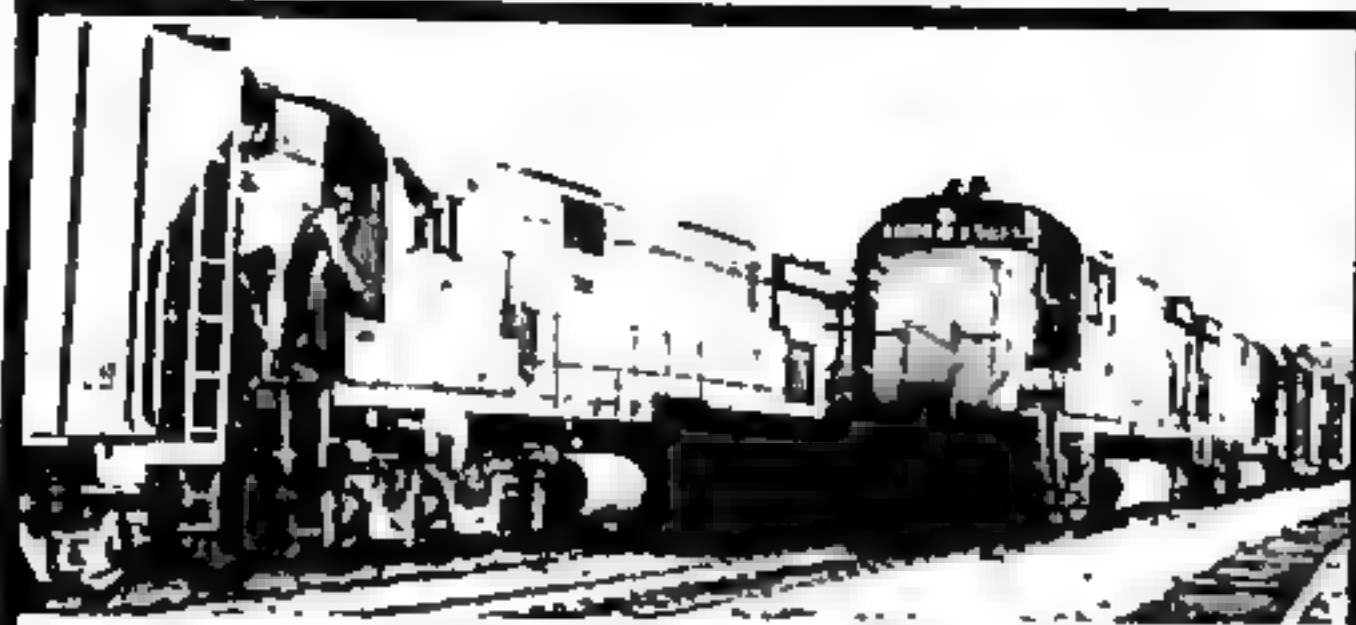
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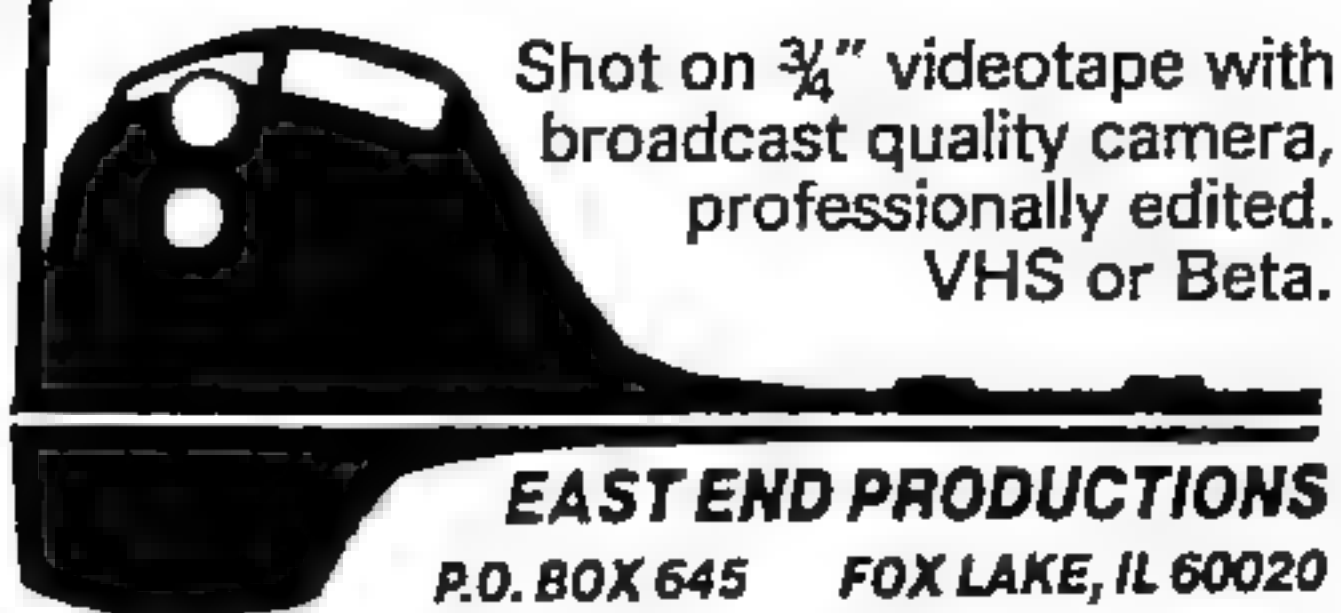
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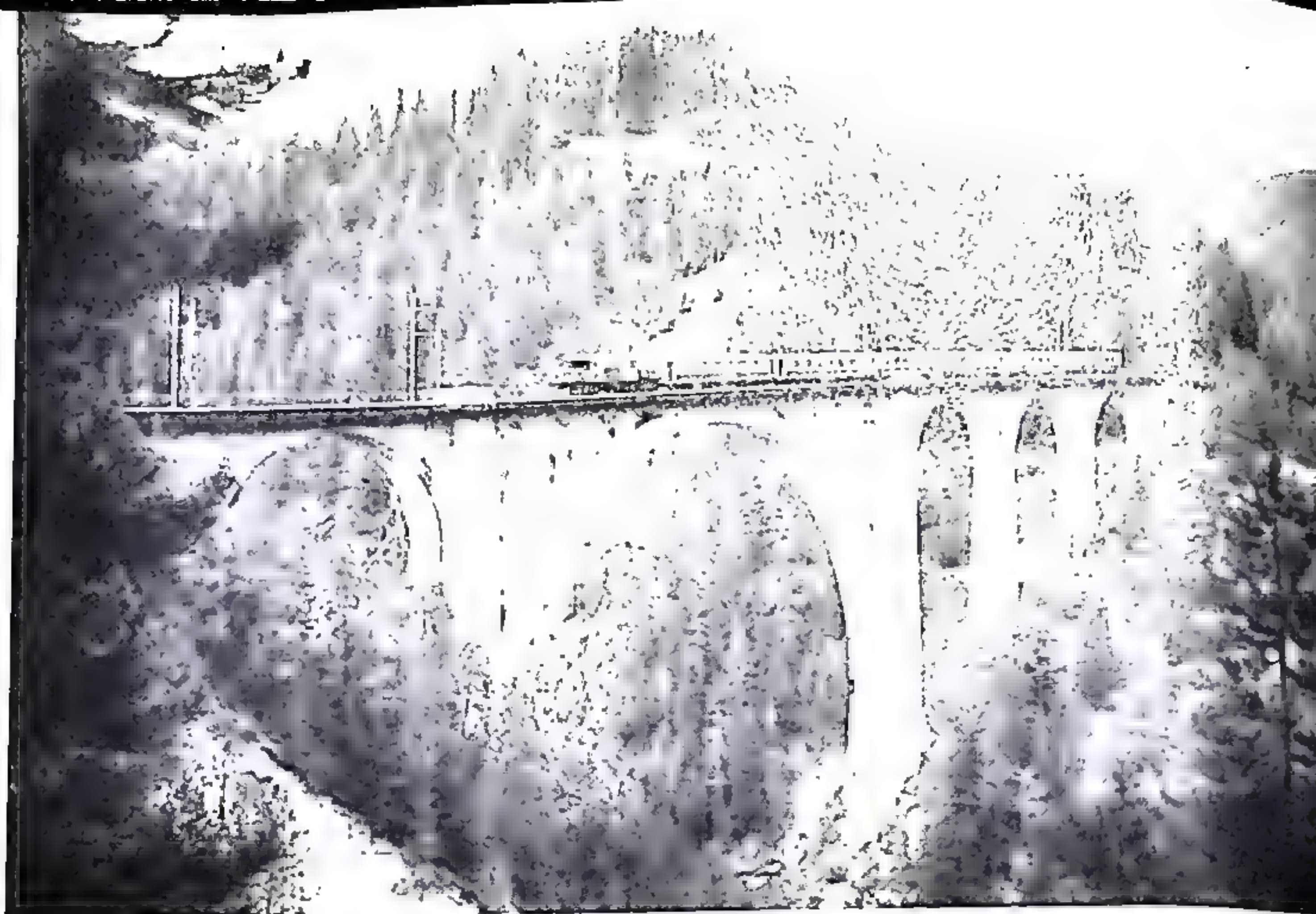
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WIESEN VIADUCT, on the Davos line, is the largest on the RhB and not normally a route for Kroks. On July 17, 1988, Krok 414 headed an excursion that had run Landquart to Davos behind 2-8-0 107, similar to the 112, shown (below) in a vintage view.

thusiastic gaggle of fans from the U.K. are good, as well.

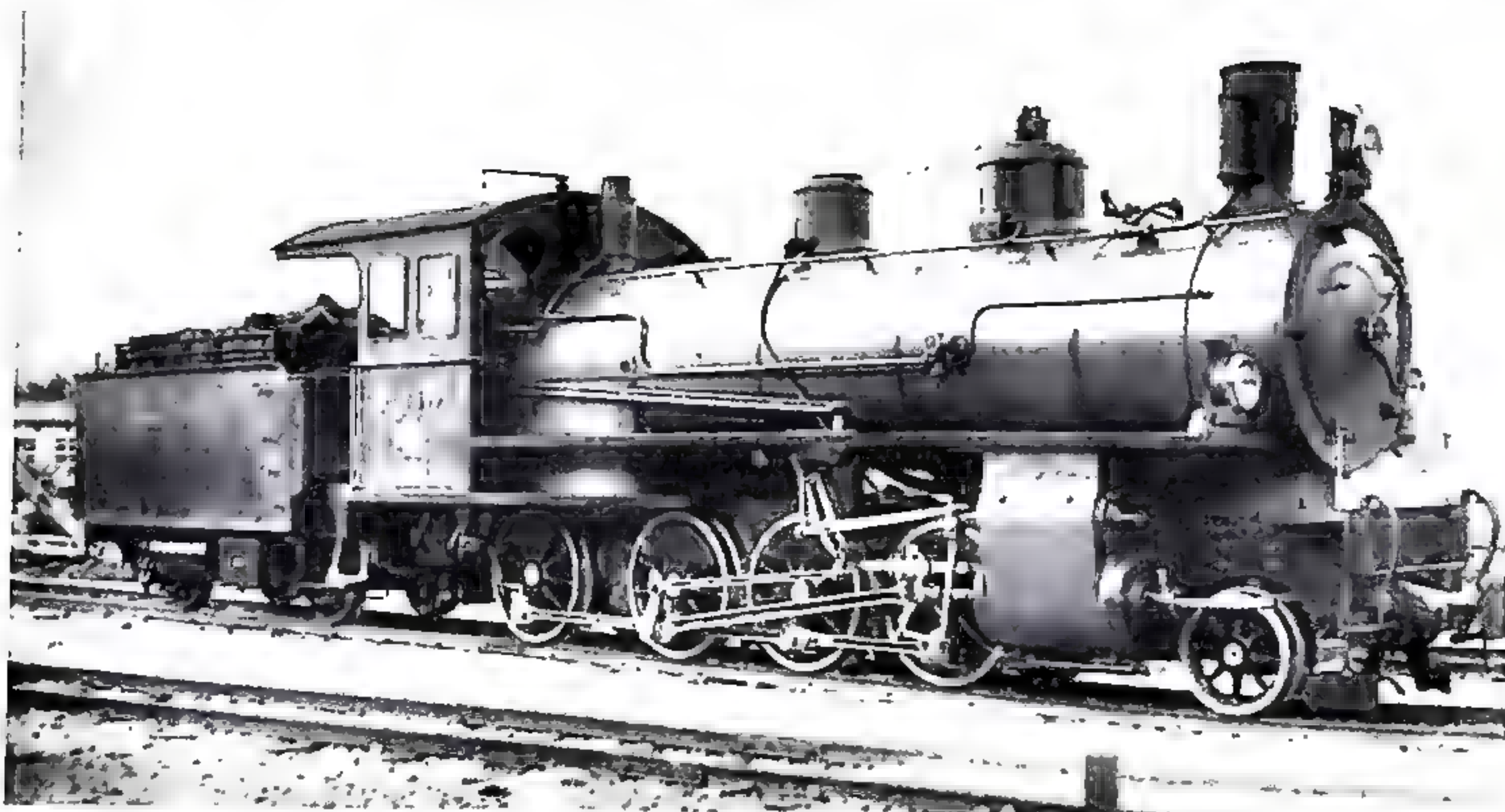
Enjoy photographing examples of some of Europe's oldest active electric motive power in some of the finest scenery Switzerland has to offer. You'll find RhB personnel helpful and cordial, though not overly friendly. The RhB is a busy railroad, and there's little time for idle chit-chat. Camera-toting railfans are also a bit of a curiosity, even though the area is flooded with tourists winter and summer. While you're at it, ride the the whole *Glacier Express* route to Zermatt—a memorable ride to Switzerland's version of Durango, Colorado (sans steam).

One last tip concerns reservations. There is no need to worry about train reservations unless you want to ride the premier *Glacier Express* or *Bernina Ex-*

press, which run full at peak season and are extra-fare trains. You can decide for yourself whether to ride the "no-name" trains which have fewer passengers but the risk of encountering a local resident who keeps telling you to shut the window, or the "tourist" trains on which everyone is taking pictures but you're constantly bumping elbows. My choice, frankly, is the former, because once you've taken a dozen pictures from the train, they start to look alike, even in Switzerland.

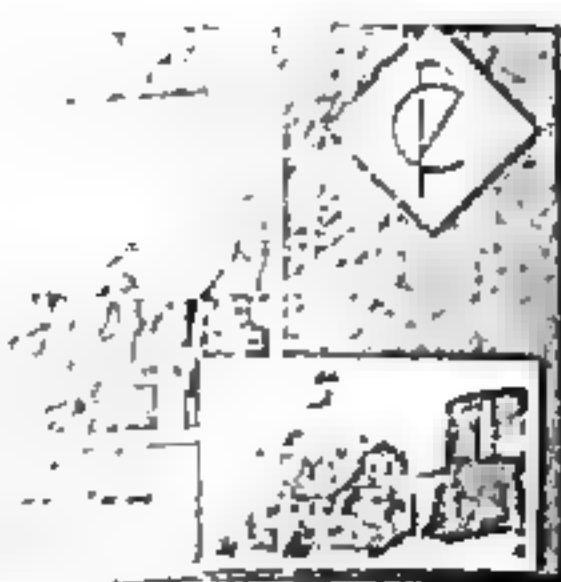
In conclusion, I'd like to thank Rhaetian Railway engineer Gion R. Caprez for his assistance in preparing this article. Gion speaks at least five languages, including English. He has traveled in the U.S. and models Boston & Maine and Central Vermont quite well on his HO model railroad!

RHÄTISCHE BAHN

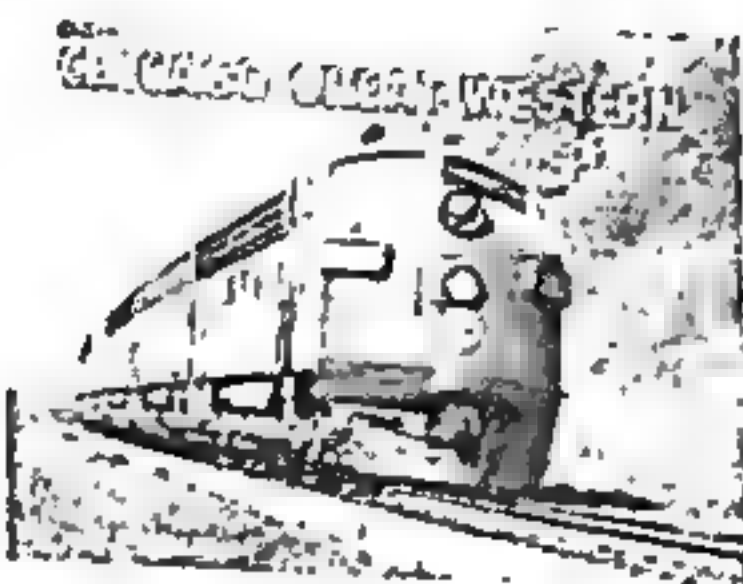


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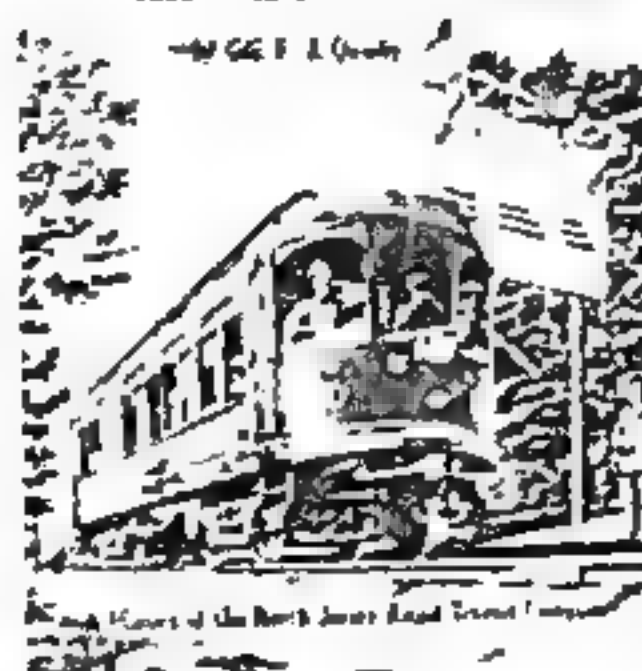


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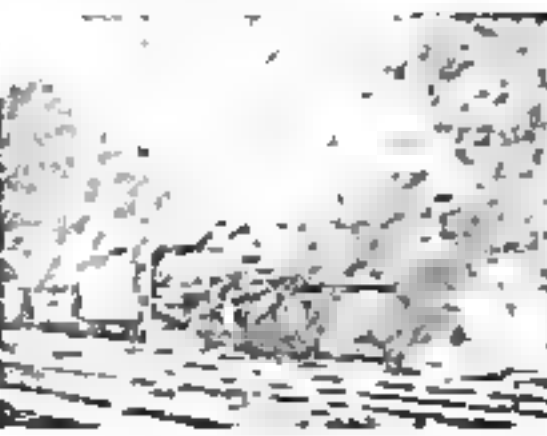
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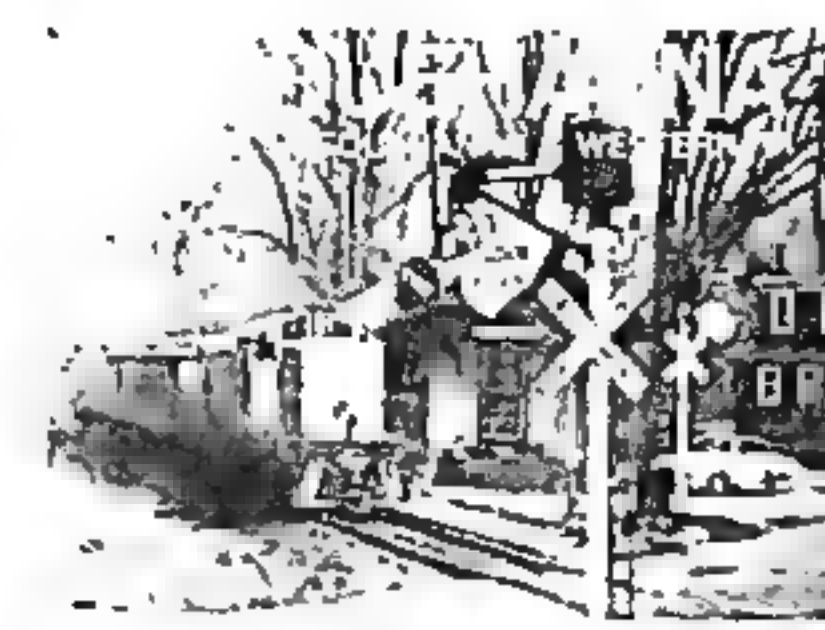
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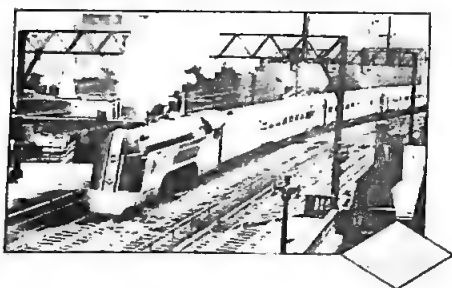
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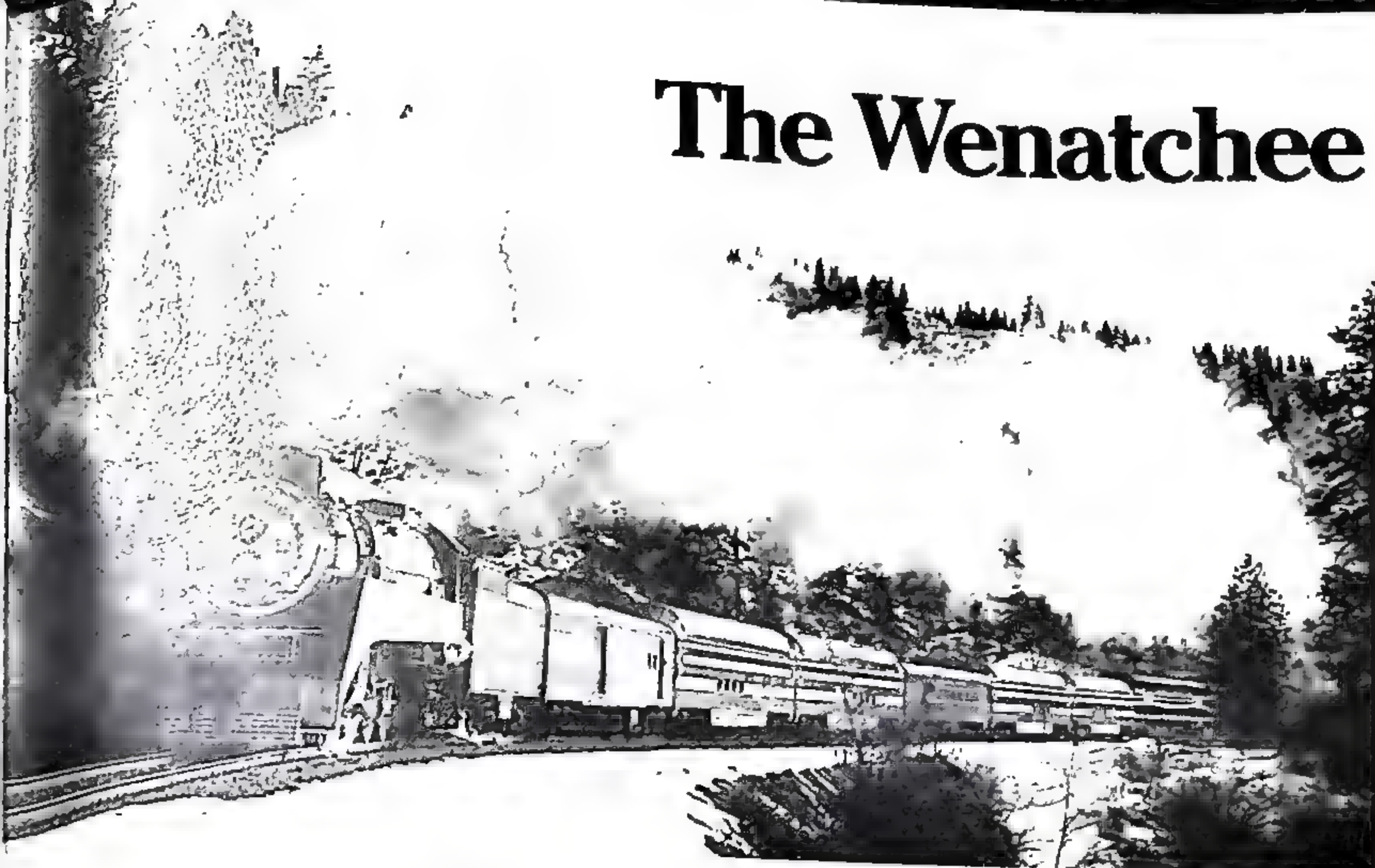
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The Wenatchee Daylight

by Jim Boyd



DAVE WILKIE

BURLINGTON NORTHERN
Passenger Extra SP 4449
West rolls its steam exhaust
into the crisp air of February
26, 1989, at Milepost 1668.4
of the 3rd Subdivision,
Pacific Division, with one of
the twice-daily turns from
Wenatchee to Leavenworth,
Wash., for the Washington
Centennial Winter Games.

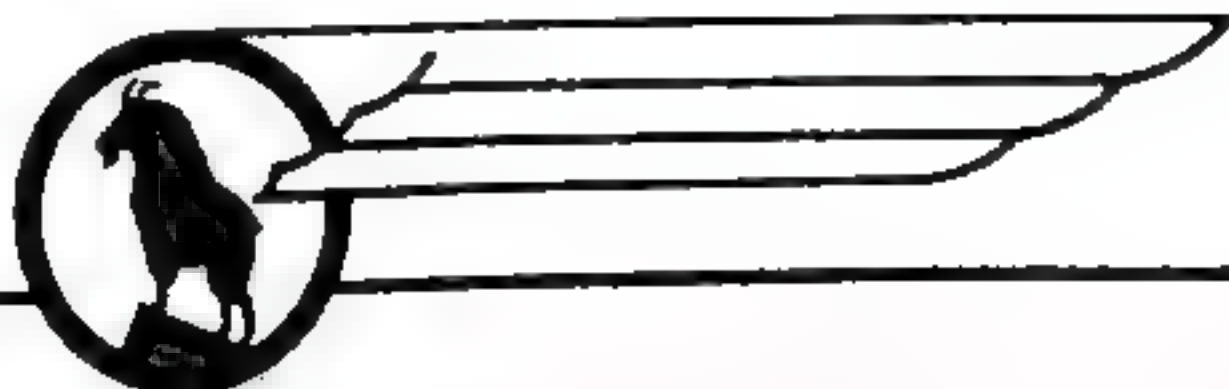
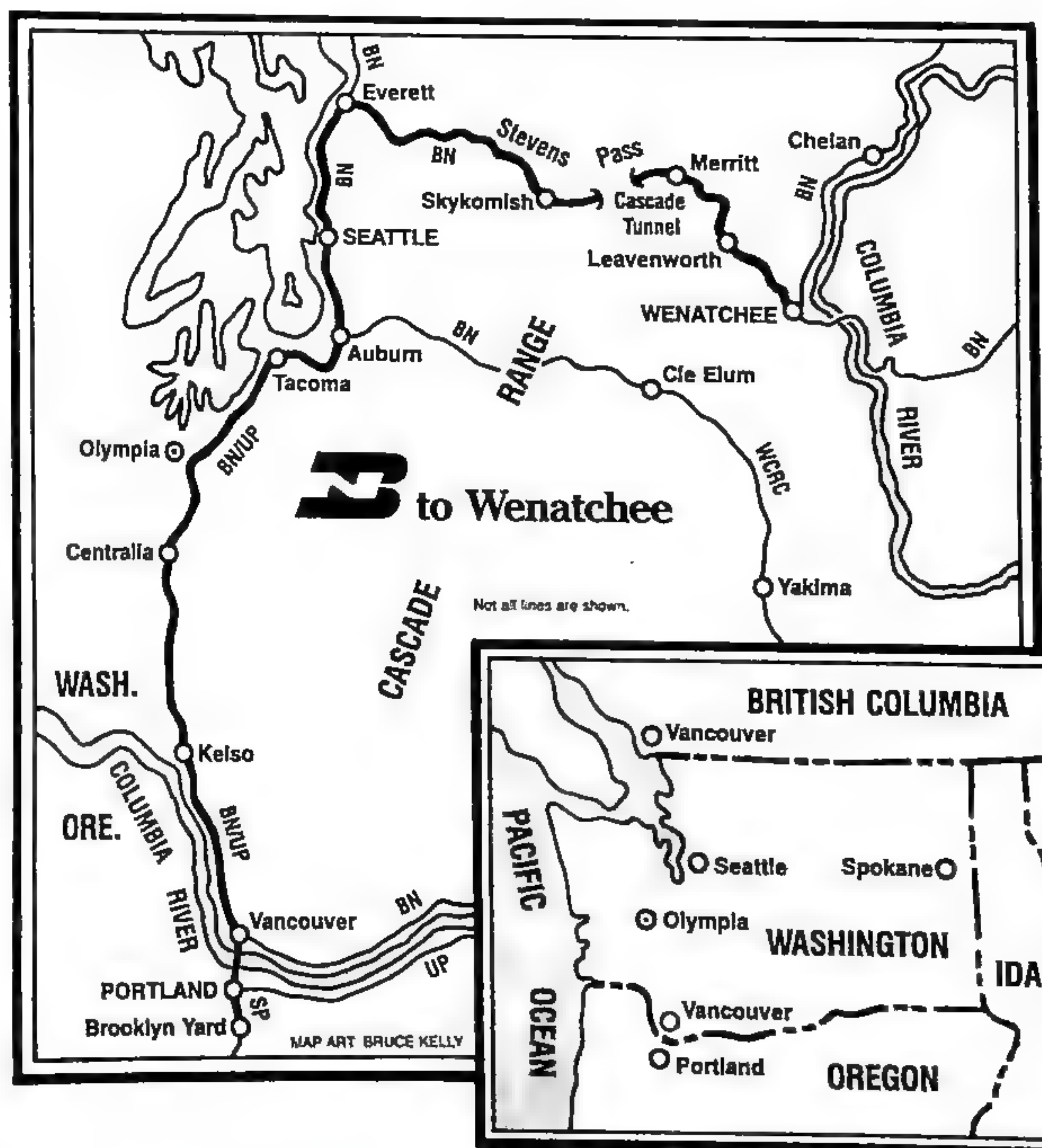
After Burlington Northern's flat refusal to permit even ferry moves of steam locomotives to the Vancouver World's Fair SteamEXPO in May 1986, the sight of not one but two live steam engines on the BN in the middle of Wenatchee, Washington, in February 1989 was "unexpected" to say the least. But with new and obviously enlightened management, the BN made "an exception" to its No Steam policy at the behest of the promoters of the Washington Centennial Winter Games that were being held at three sites along the former Great Northern Railway around Wenatchee. The steam engines were to haul shuttle trains from Wenatchee to Game sites at Leavenworth (on the main line to Cascade Tunnel) and Chelan (on the Okanogan spur toward the Canadian border).

The locomotives involved were Southern Pacific *Daylight* 4-8-4 4449 and a low-driven 1924 Porter Mikado from the Mount Rainier Scenic Railway. The 4449 would handle the 22 miles between Wenatchee and Leavenworth, while the Mike would run the 39-mile line to Chelan. The trains were operated on Thursday, February 23, through Sunday, February 26. An additional mid-day round trip was added Saturday and Sunday to the 4449's schedule. Equipment for the runs was a gathering of local stock along with a fleet of TourAlaska domes that were in the area for some off-season shop work.

The *Daylight* departed Portland for Seattle on Saturday, February 18, with a handful of passenger cars and a display train of BN container equipment. The move over the old Great Northern

main line through Cascade Tunnel (with BN SD40-2 helper 7912 from Skykomish to Merritt) was made on Monday, February 20. Billed as the *Wenatchee Winter Games Express*, it was a revenue passenger trip. In the cab of the 4449 from Seattle to Skykomish was Jerry Grinstein, the new president and chief executive officer of Burlington Northern, who told reporters that he "... loved every minute of it."

Burlington Northern welcomed steam as SP 4-8-4 4449 and Mt. Rainier Scenic 2-8-2 No.5 ran for Washington Centennial Winter Games.





ALIVE IN KING STREET Station in Seattle after returning from Wenatchee, the 4449 looked right at home on February 27. A week earlier, on the 21st, Mt. Rainier Scenic's 2-8-2 No.5 had paused in the evening snow at Winton, Wa., to await the arrival of a relief crew for the outlawed crew of the diesel coupled behind the coach.

The locomotive originally scheduled for the Chelan run was the Wharcom's Northern Pacific 4-8-2, but when it could not be made ready in time, Mount Rainier Scenic saved the day with its Mikado No.5, which moved over Cascade with a diesel helper on the 21st. The 30-m.p.h. pace was rough on the low-driven logger, which had to nurse a hot bearing. While the trains were not sell-outs (and the \$40 round trip tickets were dropped to \$20 for Thursday and Friday), the overall operation of the trains was a great success. The *Daylight* returned with its revenue train over the Cascades and back to Seattle on Monday, February 27. It took a BN employees special back to Portland on Tuesday the 28th.

It has been a remarkable winter for Western steam, as the Anschutz management on the Southern Pacific is planning to utilize the 4449 for Adopt-A-Branch programs in California and a trip to the Los Angeles Union Passenger Terminal celebration on May 7. And while the BN is far from throwing the door open to steam, Mr. Grinstein has acknowledged that he will consider it for appropriate occasions. Would it be timely to remind him that the Frisco is a big part of BN—and that there's a Frisco 4-8-2 in St. Louis ready and rarin' to go?

THREE KODACHROMES: DAVID GOODHEART





A POPULAR SPOT to photograph the four days of Wenatchee-Leavenworth shuttle trains was the bridge over the Wenatchee River at Dryden, Wa. Dave Goodheart caught the 4449 broadside (above)

on February 24, while Alan Miller got a different angle (below) on the 26th. The train was made up of TourAlaska domes brought to the Lower 48 for shop work.



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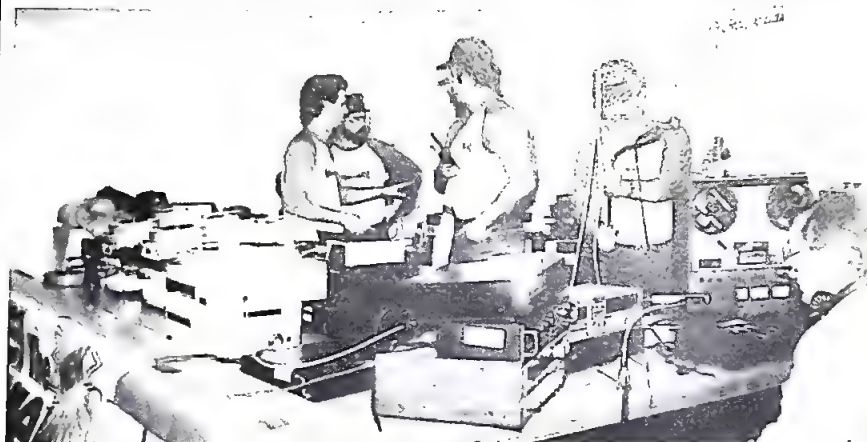
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THE PROJECTION BOOTH in the auditorium at Winterail (above) looked more like an electronics warehouse, with projectors, tape decks and other gear on hand. Tiered seating (below, left) provided everyone with a great view of the screen during the slide programs. With his winning print in hand, Ted Benson (below, right) accepts his 2nd Place Award for black & white from Dave Stanley.

Winterail '89

For the past eleven years a very interesting event has been taking place on the last weekend in February in Stockton, California. "Winterail" is a day of sound-and-slide presentations combined with a weekend flea market that has become a showcase for the finest in Western railfan photography. It was held on February 25-26 this year at the Scottish Rite Temple auditorium in Stockton. Since it has always been held a February R&R deadline weekend, in years past with only a one or two man staff we were unable to

attend. This year, however, with three editors we were able to get our work caught up enough to take a three-day weekend and still ship the magazine on time. Though Mike Del Vecchio had a previous commitment that weekend, Bruce Kelly and I flew to San Francisco for Winterail (it was my first visit and Bruce's second). We were already impressed as we boarded the airplane at Newark on February 23 and saw a copy of that day's *Wall Street Journal* with a very favorable write-up on Winterail. We were participating

THREE PHOTOS: BRUCE KELLY



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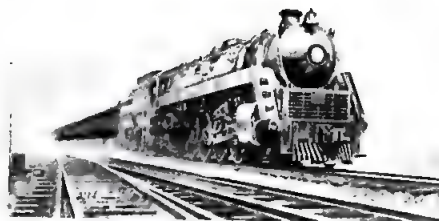
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in national event.

It is the brainchild of Dave Stanley (producer with the UP) and the result of a lot of planning by his team of producers. The slide shows are all held on Saturday. The flea market goes on both Saturday and Sunday. The slide shows are all computer presentations controlled by a dissolve unit and backed up by a reel-to-reel four track tape soundtrack (two channels for stereo music, one for voice narration and one for the dissolve unit command track). The uniformly high level of show quality was something to behold.

The shows presented this year got rolling at noon with a 27-minute program on Donner Pass by Clint Nestell. Then with intermissions ranging from zero to 15 minutes, the parade followed with a fascinating study of steam, diesels and traction in Brazil by John Kirchner, Alan Miller and Jack Neville; a look at the UP in Afton Canyon, Sand Pass and Meadow Valley Wash by Eric Blasko; the Santa Fe's Seligman Subdivision by Steve Schmollinger; some Bay Area traction with "Twilight on the Key System" by Bob Terkelsen; a ten-minute run of "frustration" shots that got away by Tom Mounovan; some Western Pacific "Golden Oldies" by Ted Benson and "Where Were You in '62," a look at the Pacific Northwest in the '60s by John Davis teamed up with "New Power in the Northwest" by Colin Johnson and Wade Poyner. The afternoon wrapped up with a half hour presentation of "A.J. Russell Country in the 20th Century" by Shirley Burman and Dick Steinheimer, retracing the steps of Civil War photographer Andrew J. Russell to show today the Overland Route locations he made famous during the building of the

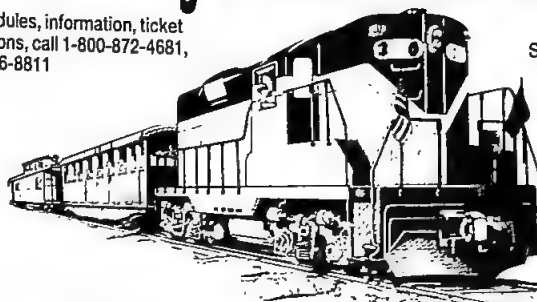
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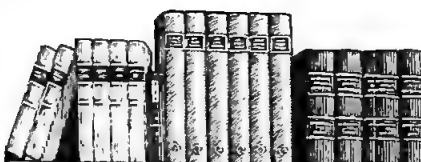
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ANNOUNCEMENTS

JUNE 10. THE NORTH CAROLINA Transportation History Corporation. (Historic Spencer Shops) proudly presents a first: The "Great Smoky Mountain Railway Railfan Extraganza". Travel from Dillsboro, NC to Murphy, NC on 64 miles of the former Southern Railway Murphy Branch. Ride through two tunnels, across several high bridges and climb a 4.2% grade, (includes mileage not a part of regular excursions). Special includes several photo runbys in inaccessible areas. Rare Mileage a lovers treat. Motive power: first generation diesels. \$60.00 per person. Fare includes return trip from Murphy via bus. For reservations or information contact: NCTHC, PO Box 44, Attention GSMR, Spencer, NC 28159, or call 704-636-2889. 689

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JULY 8, 9, 1989 RAILFAIR IS NOW TRANSFAIR a total transportation show featuring railroad but including steamship, airline and motor coach memorabilia. I-70 and Brighton Blvd., Denver, CO. Send a #10 SSAE to: N.R.H.S. Dept. RF, PO Box 5181, Denver, CO 80217. 789

FREMONT & ELKHORN Valley Railroad operates regularly scheduled service on weekends to Hooper, Nebraska beginning April 29th thru October 29th. Daily runs to Nickerson, Nebraska Tuesday thru Friday. Contact: Fremont & Elkhorn Valley Railroad, 1835 N. Somers, Fremont, NE 68025. 1289

SOUTH CARVER, Edaville Railroad Railfan Weekend and Collectors Flea Market, June 17 & 18, 1989. Edaville, Route 58, 10 A.M. to 5:30 P.M. Adults \$9.50, children \$6.50, under 3 free. Brenda Johnson, Edaville, PO Box 7, So. Carver, MA 02366, 508-866-4526. 789

JUNE 3, 1989: The first passenger trains to operate over the entire Middletown & Hummelstown Railroad in 50 years. A 1910 CN steam locomotive, 2-6-0 #91, will be providing power on trains departing from Middletown at 9:00 A.M. EDT, and from Hummelstown at 10:30 A.M. EDT. The excursion features a scenic 12-mile round trip along the Swatara Creek and the historic Union Canal. Various trip packages are available, some include dinner and a visit to the annual Teddy Bear Festival. Reservations are required, and more information may be obtained by sending a SSAE to: M&H Railroad, PO Box 242, Hummelstown, PA 17036, or calling 717-944-4435 9:00 A.M. to 6:00 P.M. weekdays. 689

JULY 15, 1988, Historic Spencer Shops. Come early for the NRHS national convention to Spencer Shops 2nd annual railfan day. Plan to include us in the week long events on July 15th. Included in the days activities will be on-site steam and diesel powered freight and passenger trains, mixed trains, night photo session, hand pump car and live steamer demonstrations, and slide show featuring Frank Clodfelter slides. All day pass \$10.00 per person. For reservations or more information, write: Historic Spencer Shops, PO Box 44, Spencer, NC 28159, or call 704-636-2973. 889

AUGUST 19, 1989, ATLANTA, GEORGIA, Southeastern Railroadiana Collectors Twelfth Annual Railroadiana/ModelTrain Sale and Trade Show, 300 tables, Georgia International Convention and Trade Center, South of Atlanta Airport, adjacent to Holiday Inn Crown Plaza, 9 A.M. to 4 P.M. Admission \$3.00, tables \$25.00. Information LSSAE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327. 989

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transformation of the road.

After a short introduction by the Santa Fe, the show concluded with a short history of the railroad and the winter rail photo contest. The audience then voted for all day in the lobby (names like Kenyon and Kletter were no surprise). Dave Stanley then introduced the Winterail team which included his entire family (who handled the registration); the audio-visual crew of Ron Loder, Vic Neves and Brian Rutherford; contest coordinators Steve Schmollinger and Kirk Baer and a whole troupe of "roadies." The program wrapped up with a steam-to-diesel epic of "Five Decades on the Tehachapi Route" by Tom Gildersleeve and Gordon Glattenberg and a "Three Favorite Slides" free-for-all with pictures ranging from great to goofy submitted in advance by members of the audience (there were even a couple of pictures of GG1s and Susquehanna stack trains that showed up in that holy bastion of the Wild West—and, no, they weren't ours!).

Winterail was a great place to meet those names you've probably seen in print all over the railfan press and to see what is going on in Western railfan photography. As we were sitting in the auditorium between shows, a pleasant gentleman who had been seated beside us most of the day noticed a photo on the seat with my name on it. "Are you Jim Boyd?" he asked. I acknowledged, and he introduced himself, "Hi, I'm Chard Walker."

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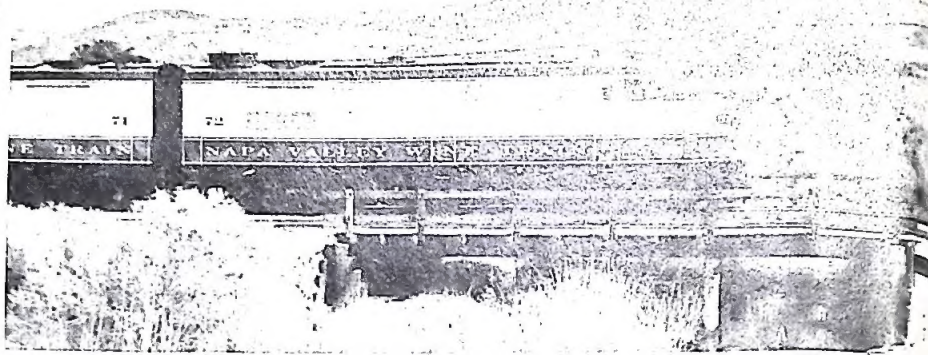
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NAPA VALLEY'S immaculate FPA4s 71 and 72 were posed for photos on the wooden trestle just outside the Napa, Calif., yard for the visiting RAILFAN & RAILROAD staff on February 24, 1989.

That name should need no introduction to most of you, and I was quite honored to talk to the man who "owned" Cajon Pass for a couple of decades and authored a book on his experiences as an operator at Summit. At the flea market I talked to a lot of friends and contributors and was able to meet for the first time Stan Kistler, who has been so helpful to us in the past.

We had a grand time at Winterail and will certainly be back next year. They limit attendance to 900 advance tickets, so be sure to sign up as soon as you see the notice next winter in our TIMETABLE column. The cost of a ticket? Ten bucks. Even adding in the cost of a coast-to-coast airline ticket, it was well worth the effort.

Action around Stockton

Because of our shipping deadline, Bruce and I were able to squeeze out only a three-day weekend to attend Winterail, but we made the most of the little time we had. Upon arrival at San Francisco we teamed up with Craig Willett from Minneapolis and spent the night at the Travelodge overlooking the CalTrain/SP depot at Millbrae and were awakened by the commute parade of F40s and bilevels the next morning (the first train we saw on the line as we arrived at night at the motel was the SP local with two GP9s that skinned out the throttle at the road crossing and filled the night with great sound as it scampered northward).

Friday was spent with Tom Savio on the Napa Valley Railroad, where President Jack McCormack treated us to a short cab ride

around the yard in their beautiful ex-CN/VIA FPA4s—and you ought to see how handsome those old Northern Pacific cars off the Rio Grande Ski Train look in the Napa Valley's wine-and-champagne livery.

That evening we tagged a sunset shot of an Amtrak *San Joaquin* and *Reno Fun Train* at Martinez before heading off to Stockton to meet John Sistrunk and Elrond Lawrence. There was quite a gathering of the faithful at Stockton Tower Friday night and again Saturday and Sunday mornings before Winterail—and, of course, just about the time we had to leave to catch our homeward flight on Sunday, the sun came out and the action began on the UP/WP, SP and Santa Fe. Oh well, deadlines is deadlines.

The only sour note of the entire trip (other than the cold snack "dinner" on Continental after a near-miss connection at Denver), was the sight of a couple dozen empty beer cans where the railfans had been parked the night before at Stockton Tower. C'mon, guys, Rule G applies to railfans as well, and railroad property is no place for a beer bash. Go sit in somebody's basement and watch slides if you want to drink (I still carry my slide projector in a Point Special Beer case after one such session in my own living room), but don't do it on the railroad. And at the very least, don't throw your beer cans in their parking lot!

1989 Cover One Contest

We certainly enjoyed the Cover One photo contest that we ran last year and actually wound up with two excellent covers as a

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re- (the First Place winner on the November '88 issue and Bob Hart's runner-up Contest shot on the January '89 issue). As hinted at in the November issue, we've decided to make this an annual event.

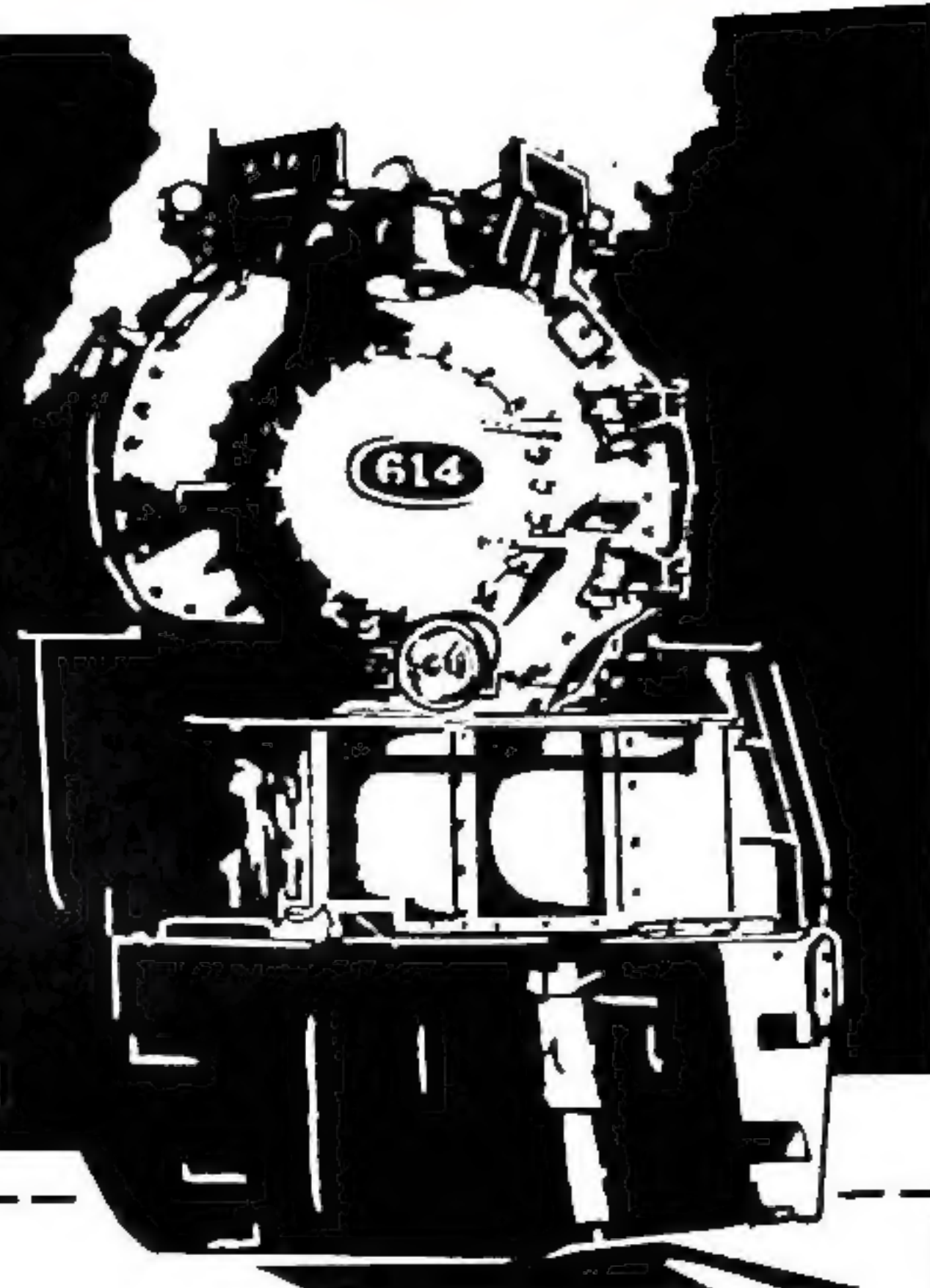
The rules for the 1989 Cover One Contest will be essentially the same as last year's, with the closing deadline August 15, 1989, and the winner on the December '89 cover. What we are seeking is a color image (either a transparency or a glossy color print 5x7 or larger) of any railroad subject that will fit the vertical format of a "full bleed" cover. Your photo should have room at the top for the magazine title block and space in the lower left corner for that darned UPC code (a necessary evil). Look at the winners in last November's issue for a good idea of what we're looking for—though don't consider them as a limit to your subject matter, just look at them for format and how the title must fit the photo. The MARKERS commentary in that issue will also give you an idea on how we judged the winners.

The biggest nuisance we had with last year's contest was shipping the winner's enlargements that were displayed at the NRHS convention (they were very large and had to be shipped flat), so we're dropping that part of the contest from here on out. We will offer First Place and Second Place cash prizes of \$200 and \$100 respectively and nine runners-up at \$50 each (the nine will be featured in a color spread like page 81 of last November's issue). You may enter as many photos as you wish, and all entries, including the winners, will be returned promptly after publication of the results. To avoid confusion, please do not include a contest entry with any other news

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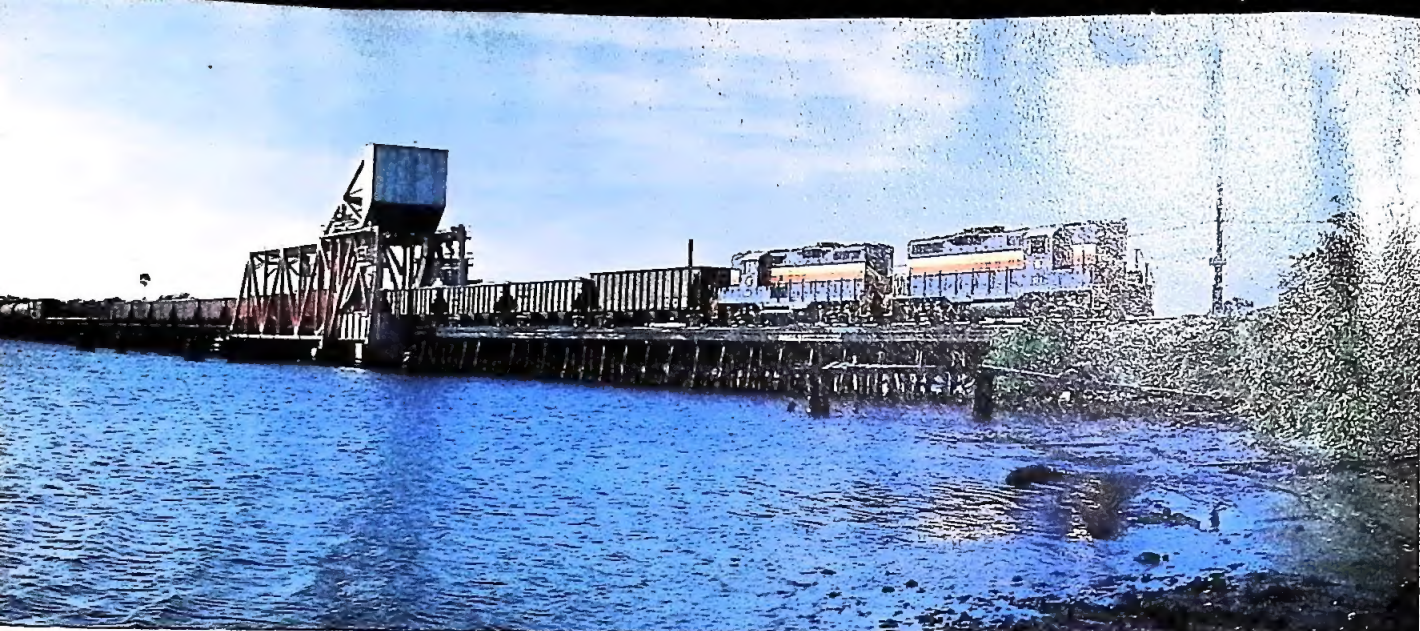
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KODACHROME: WALT LANKENAU

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THE SEMINOLE GULF has adorned its Geeps in a colorful livery similar to that used on the Bay Colony Railroad with the stripes on blue instead of Bay Colony's gray (February '88 R&R, page 62). Northbound Geeps 573 and 575 (top) were crossing the Caloosahatchee River bridge at Bayshore, north of Fort Myers, on November 29, 1988, while 578 and 571 were at Fort Ogden on December 28, 1988.

or feature color submissions. Put all your contest entries in one envelope and mail them to: 1989 Cover One Contest, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860. Be sure to put your name and address on the mount of each slide or the back of each print, as the slides will be separated from the envelopes as they are being projected for judging. The judges will be the R&R staff, and their decision will be final.

Again, the deadline for the 1989 Cover One Contest is August 15, 1989. While the subject matter this year is unlimited, the 1990 Cover One Contest will indulge the editor's fascination with foliage and carry the theme of "Trains in Autumn Color." We'll remind you again as the season approaches to "think cover" when doing your fall color railfanning this year.

Ji

KODACHROME: JERRY DOYLE



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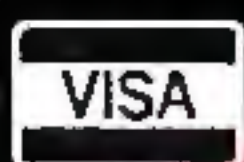
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